



EUROPEAN CIVIL AVIATION CONFERENCE

**ECAC / JAA PROGRAMME
FOR SAFETY ASSESSMENT OF FOREIGN AIRCRAFT**

SAFA REPORT

(01 JANUARY 2005 TO 31 DECEMBER 2005)

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FOREWORD

By the President of ECAC

Before inviting you to read this report and the overview it provides of the implementation of the SAFA programme in the year 2005, I wish to highlight the background to the programme and some of its features.

The Chicago Convention, signed in 1944 established the International Civil Aviation Organisation (ICAO) and provided the framework for the development of international civil aviation. The primary obligation on signatories to the Convention is to oversee the safety of air operations by entities under their jurisdiction and to ensure that they meet the Standards and Recommended Practices (SARPs) established by ICAO.

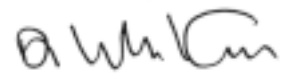
During the last ten years, globalisation has had an impact on air transport as well as on many other areas. There are also increasingly intense economic, political, environmental and other pressures on civil aviation policy, particularly at the national and regional levels. The system has become increasingly complex and the maintenance of a high level of safety requires more and more human, technological and financial resources. Information available to ICAO shows that a significant number of Contracting States have experienced major difficulties in carrying out their safety oversight functions. These factors have increased the need for each State to be able to maintain confidence in the safety oversight provided by other States in discharging their responsibilities under the Chicago Convention.

In 1996, ICAO launched a voluntary programme of safety assessment of national aviation authorities of its member States. This was replaced in 1998 by a Universal Safety Oversight Audit Programme (USOAP) adopted by ICAO Assembly Resolution A32-11. Under USOAP, ICAO carries out regular, mandatory, systematic and harmonized safety audits of all its member States. These audits commenced in 1999 and cover the field of airworthiness/operations of aircraft as well as personnel licensing. They are designed to determine the level of implementation by States of the critical elements of a safety oversight system and of relevant ICAO SARPs, associated procedures, guidance material and safety-related practices. In a companion move, the European Civil Aviation Conference (ECAC) launched in 1996 its own programme of Safety Assessment of Foreign Aircraft programme (SAFA) as a complement to the ICAO audits. The two programmes are linked through a Memorandum of Understanding between ICAO and ECAC.

The SAFA Programme is not intended to replace or take over the respective safety oversight responsibilities from States of Registry/Operators. Experience shows that, although limited in their scope and depth, SAFA inspections give a general indication of the safety of foreign operators. Inspections also contribute to the safe operation of the particular aircraft inspected, as operators usually take prompt measures to correct discrepancies identified by SAFA inspections.

An additional benefit of the Programme is that it provides the opportunity for the Aviation Authorities of the inspecting State and the State of the Operator or the State of Registry to co-operate in resolving specific safety-related problems. The Programme is also helpful to ECAC States by providing them with a tool to alert each other to significant safety problems involving particular foreign aircraft or operators, to share and analyse information, to identify generic safety challenges and to develop and implement adequate measures to tackle them.

The SAFA Programme has its place in the safety chain and, therefore, provides a valuable contribution to aviation safety in general.



L. Kiss

President of ECAC

1. MAIN FEATURES OF THE SAFA PROGRAMME

1.1 General

The main features of the SAFA Programme are:

- Its application by all 42 ECAC Member States¹, including the sharing of information through a centralised database
- Its bottom-up approach: the Programme is built around ramp inspections of aircraft
- Its non-discriminatory nature — SAFA applies equally to aircraft from ECAC and non-ECAC States
- Its close relationship with the ICAO Universal Safety Oversight Audit Programme.

The principles of the Programme are simple: in each ECAC State, foreign aircraft (ECAC or non-ECAC) can be subject to a ramp inspection, chiefly concerned with the aircraft documents and manuals, flight crew licenses, the apparent condition of the aircraft and the presence and condition of mandatory cabin safety equipment. The references for these inspections are contained in the Standards of ICAO Annexes 1 (Personnel Licensing), 6 (Operations of Aircraft) and 8 (Airworthiness of Aircraft).

These checks are carried out in accordance with a procedure, which is common to all ECAC Member States. Their outcome is then the subject of reports, which also follow a common format. In the case of significant irregularities, the operator and the appropriate Aviation Authority (State of Operator or Registry) are contacted in order to arrive at corrective measures to be taken not only with regard to the aircraft inspected but also with regard to other aircraft which could be concerned in the case of an irregularity which is of a generic nature. All data from the reports, as well as supplementary information (for example a list of actions undertaken and finalised following an inspection) are centralised in a computerised database set up by the Joint Aviation Authorities (JAA), the Associated Body of ECAC.

1.2 Integration of the Programme in the overall aviation safety chain

Based on the SAFA inspections performed over the last few years, experience shows that these give a general indication of the safety of foreign operators. However, this indication is limited in the sense that no full picture is obtained about the safety of that particular aircraft or operator. This is due to the fact that certain aspects are difficult to assess during an inspection (e.g. Crew Resource Management), the limited time available to perform an inspection, and the limited depth of inspection.

A full assessment of a particular aircraft or operator can only be obtained through the continuous oversight by the responsible Aviation Authority (State of Operator or State of Registry). Nonetheless, the information gained through the SAFA Programme is useful and SAFA inspections contribute to the safe operation of the particular aircraft which has been inspected.

¹ Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom.

The central database is particularly useful as it contributes to a rapid flow of information to the States participating in the SAFA Programme. Information from all inspections performed is shared, thus contributing to a more complete picture about a certain aircraft, aircraft type or operator.

2. DEVELOPMENT OF THE SAFA PROGRAMME IN 2005

Starting in 2004, some events influenced significantly the development of the programme beyond the regular improvements which were brought into it on an annual basis through lessons learnt from its implementation. This with the aim to make a better use of the potential offered by the programme.

In early 2004, ECAC Directors General of Civil Aviation approved an extensive set of measures to improve the SAFA programme along the following main axes: mutual alarming and information sharing between Member States; quality of performing the inspections and reporting to the database; increased public disclosure of SAFA information; and increased participation from Member States. Procedures, bringing into operation most of these measures have been developed and implemented in 2004 and in the course of 2005. In particular, as regards the third one, a step forward has been achieved through the adoption by the European Community of Regulation (EC) No 2111/2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and the consideration underway by ECAC to recommend that non-EU ECAC States implement the list within their respective jurisdiction.

Besides, the European Commission has proposed to the European Council and to the European Parliament a “Directive on the safety of third countries aircraft using Community airports”. In April 2004, this Directive was adopted by the European Parliament and the Council. The Directive provides a legal basis for the performance by EU Member States of ramp checks on non-EU aircraft. Although there are many common elements between the SAFA Programme and the Directive, there are also some important differences. Work is well underway, in close co-operation with the European Commission, to assess the impact of the Directive on the SAFA Programme and to adjust it as needed in order to allow EU Member States, through their participation in the SAFA Programme, to meet their EU obligations. In 2005, already some necessary actions were initiated and implemented (e.g. amendment of policies, procedures and database) to meet the provisions of the Directive.

At the end of 2005, the European Commission initiated the process whereby it will mandate the European Aviation Safety Agency (EASA) to manage some elements (e.g., the database) of the Community SAFA Programme. This will take effect from 1 January 2007 onwards. In the present set-up the operational elements of the SAFA Programme are currently implemented by the Central JAA on behalf of ECAC. In the course of 2006 the SAFA coordination activities including the centralised database will be transferred from Central JAA to EASA. Consideration is being given to best-suited arrangements required for the continuation of the SAFA Programme, including management and operation of its database, on a pan-European scale, thereby ensuring the continued participation of non-EU ECAC States in the SAFA Programme.

3. TRAINING OF INSPECTORS

Also in the year 2005, the training of SAFA inspectors from ECAC Member States continued. Three training sessions were held which were attended by more than 120 inspectors. One session was organised in Hoofddorp/the Netherlands, another in Munich/Germany, and the third session in Vienna/Austria. For 2006, additional courses will be organised. Since the start of the training programme, some 550 inspectors from 34 ECAC States have participated in the training courses.

These courses deal with the application and practical usage of the SAFA procedures. In addition, practical experience is shared among participants. The training provides a positive contribution to a common approach among ECAC States to the way inspections are performed. A new feature added to the training sessions is a half day visit of an aircraft parked at the airport ramp. Having an aircraft available allows a practical demonstration of each inspection item of the SAFA checklist.

With the training sessions having a more theoretical approach, a new initiative has been launched to stimulate the exchange of practical experience. The “Inspectors Exchange Programme” aims to provide on-the-job training by allowing inspectors of one ECAC State to visit their colleagues in another ECAC State and to closely witness their working methods. Such participation in the day-to-day operation of a ramp inspection scheme enables individual inspectors to increase their practical knowledge and skills. A side benefit is the potential the programme offers to progress towards uniform application of SAFA inspection and reporting procedures.

4. CENTRAL SAFA DATABASE

In 2000, the SAFA database became fully operational. Subsequently, a major adaptation was implemented in 2002 enhancing its “user-friendliness” and data retrieval function. In 2004 a further enhancement was implemented which includes, amongst others, a (restricted) access of the database via Internet. In 2005, another project was initiated to enhance the features of the database. Implementation is foreseen for the first quarter of 2006. Among the new features are a tool allowing an improved preparation of the inspections, expanded analytical tools, a workflow function etc.

The database contains the reports of the ramp inspections performed by ECAC States. Although it is managed and maintained by the JAA, the inclusion of reports in the database remains a responsibility of the individual National Aviation Authorities (NAA) of ECAC Member States.

Data contained in the database is considered confidential in the sense that it is only shared with other ECAC Member States and is not available to the general public. The database can be accessed by all National Aviation Authorities of ECAC Member States via the (secured) Internet.

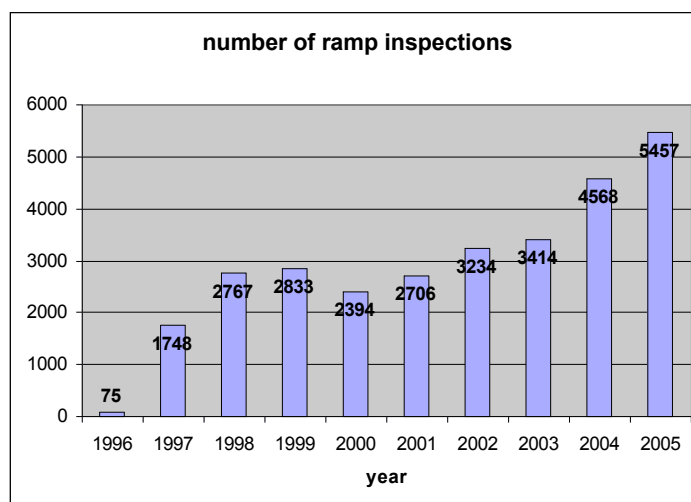
At present 39 ECAC National Aviation Authorities are connected on-line to the database. Therefore, the number of reports contained in the database reflects the actual number of inspections carried out.

This annual report is based upon the reports that are contained in the database.

5. DATA COLLECTION

In general, ECAC Member States are dedicated to the SAFA Programme. 36 of them have participated — in one form or the other — since 1996, when the Programme was launched. More than 29,000 inspections have been carried out and recorded in the database since the start of the Programme.

During the year 2005, 32 States performed some 5,457 inspections.



When comparing the total number of ramp inspections performed in 2005 (5,457 inspections) to the number performed in the previous year 2004 (4,568 inspections), the following conclusions can be drawn:

- The number of ECAC States which performed SAFA ramp checks has increased from 31 to 32 States.
- Two States, which were not active in 2004, or in the years before, (re)started to perform ramp inspections in 2005.
- Since the year 2000, a continuous increase in the total number of inspections can be observed. This may be explained by the fact that the total number of States participating in the Programme has increased. In addition, in most of the States the total number of inspections performed per State tends to steadily increase over the years.
- Some States had a very large increase in the number of inspections performed. Amongst others Greece, Hungary and Spain accounted for a major part of the increase in the overall number of inspections performed.

The table below indicates Member States which carried out inspections and, for comparison purposes, those which did so in earlier years.

Member State	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Albania										
Armenia										
Austria (*)			✓							
Azerbaijan										
Belgium	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bosnia Herzegovina										✓
Bulgaria		✓								✓
Croatia							✓	✓	✓	✓
Cyprus						✓				
Czech Republic		✓	✓	✓	✓	✓	✓	✓	✓	✓
Denmark	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Estonia				✓	✓	✓	✓	✓	✓	✓
Finland		✓	✓	✓	✓	✓	✓	✓	✓	✓
France	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Georgia										
Germany	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Greece			✓			✓	✓	✓	✓	✓
Hungary						✓	✓	✓	✓	✓
Iceland		✓			✓	✓	✓	✓	✓	✓
Ireland	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Italy	✓	✓							✓	✓
Latvia			✓	✓	✓	✓		✓	✓	✓
Lithuania			✓				✓	✓	✓	✓
Luxembourg		✓		✓	✓		✓		✓	✓
Malta								✓	✓	✓
Moldova					✓			✓	✓	✓
Monaco		✓								
Netherlands	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Norway			✓	✓	✓	✓	✓	✓	✓	✓
Poland		✓	✓	✓	✓	✓	✓	✓	✓	✓
Portugal		✓	✓	✓	✓	✓		✓	✓	✓
Romania			✓	✓	✓	✓	✓	✓	✓	✓
Serbia and Montenegro										
Slovak Republic			✓	✓	✓	✓	✓		✓	
Slovenia			✓	✓		✓	✓	✓	✓	✓
Spain			✓	✓	✓	✓	✓	✓	✓	✓
Sweden		✓	✓	✓	✓	✓	✓	✓	✓	✓
Switzerland		✓	✓		✓	✓	✓	✓	✓	✓
The former Yugoslav Republic of Macedonia (FYROM)						✓	✓	✓	✓	✓
Turkey	✓	✓	✓	✓					✓	✓
Ukraine										
United Kingdom	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

(*) Austria has performed a number of SAFA inspections in 2005. National legislation does not allow sharing these reports with other ECAC Member States. Consequently the Austrian reports are not included in the SAFA database.

6. AREAS OF INSPECTION

In nearly all States, the number of flights by foreign operators is far greater than the inspection capability. This means that only spot checks are possible. This can be done at random or it might be decided to focus the inspection according to certain criteria, as listed below. In case Member States decide to focus their inspections, this decision is based on national policies and priorities and also, when relevant, on recommendations, endorsed by the ECAC Directors General of Civil Aviation. These recommendations are based on an analysis of the SAFA database and take into account Member States' national priorities.

There are five areas on which the inspections can be focused:

- Specific State of Operator (checking operators from a particular State)
- Specific aircraft type
- Specific nature of operations (scheduled, non-scheduled, cargo, etc.)
- Specific foreign operator; or
- Specific aircraft identified by its individual registration mark.

Appendices A to C list the States of Operator, aircraft types and operators inspected in 2005. They highlight the wide coverage of the SAFA Programme and, more importantly, its non-discriminatory application.

The smooth operation of the Programme can also be illustrated by the table below, which aggregates the information in the Appendices and provides an overview of activities.

OVERVIEW OF THE SAFA PROGRAMME IN THE YEAR 2005

Inspections	5,457 INSPECTIONS...
OPERATOR	...ON 748 DIFFERENT FOREIGN OPERATORS...
STATE OF OPERATOR	...FROM 133 STATES...
AIRCRAFT TYPE	...OPERATING 182 DIFFERENT (SUB)TYPES OF AIRCRAFT

Because of the non-discriminatory character of the SAFA Programme, aircraft both from ECAC and non-ECAC States are inspected. The following table shows the results (3 years moving average, fully from 1998 onwards):

	Inspections on ECAC Operators	Inspections on non-ECAC Operators
1996	51%	49%
1997	57%	43%
1998	57%	43%
1999	58%	42%
2000	61%	39%
2001	64%	36%
2002	66%	34%
2003	63%	37%
2004	67%	33%
2005	71%	29%
Average	61.5%	38.5%

Over the years, the percentage of inspections on aircraft from ECAC operators has steadily increased. Several reasons have contributed to this fact. The number of ECAC Member States has grown, resulting in an increased volume of “ECAC traffic”. In recent years, many new operators emerged in ECAC Member States and may have attracted more attention on their operations.

In the early years of the SAFA Programme, a significant percentage of the inspections were directed at CIS-built aircraft (Antonov, Ilyushin, Tupolev, Yakovlev) operated by non-ECAC operators. However, because of noise regulations, the population of these CIS-built aircraft is gradually decreasing.

In conclusion, it can be stated that the distribution of SAFA inspections reflects the fact that the vast majority of all flights within ECAC Member States are carried out by ECAC operators.

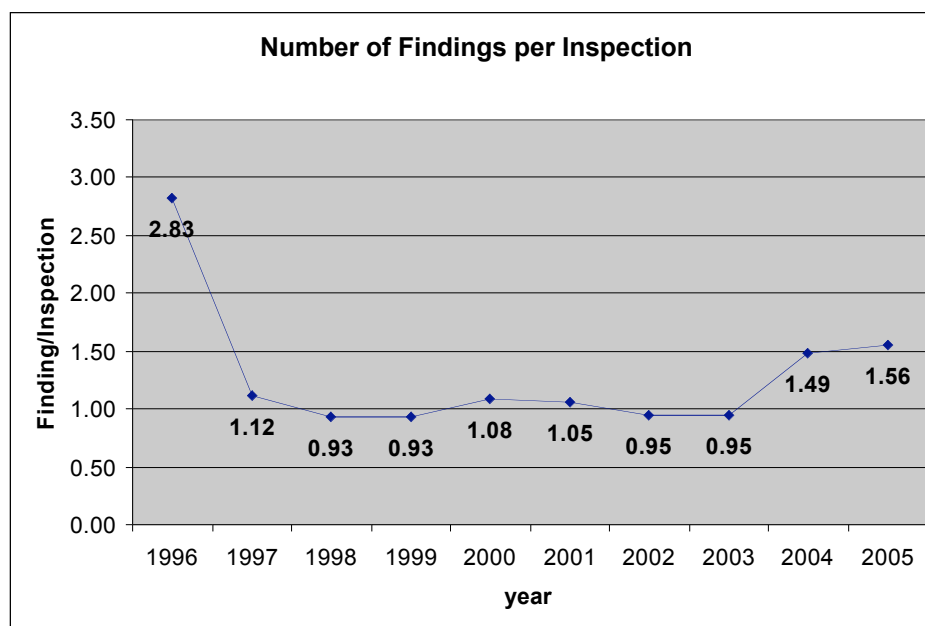
7. MAIN RESULTS OF THE SAFA INSPECTIONS

7.1 Inspection findings in general

A first starting point regarding the findings, which are deviations from ICAO Standards, is the quantitative approach. This compares the total number of findings (F) to the total number of inspections (I) and the inspected items (II).

During the inspection, a checklist is used. It comprises a total of 54 different inspection items. In the majority of cases, not all items are checked during an inspection because the time between the arrival of the aircraft and its departure is not sufficient to perform a complete inspection. Therefore, the relationship between the total number of findings and the total number of inspected items might give a better understanding. The results are presented in the table below.

	Year										Total 1996-2005
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
Total Inspections (I)	75	1,748	2,767	2,833	2,394	2,706	3,234	3,413	4,568	5,457	29195
Total Inspected Items (II)	1,675	31,413	88,400	95,524	80,454	82,935	93,681	100,014	148,850	181,440	904,386
Total Findings (F)	212	1,951	2,573	2,631	2,587	2,851	3,064	3,242	6,799	8,492	34402
Findings/Inspections (F/I)	2.8267	1.1161	0.9299	0.9287	1.0806	1.0536	0.9474	0.9499	1.4884	1.5562	1.18
Findings/Inspected Items (F/II)	0.127	0.062	0.029	0.028	0.032	0.034	0.033	0.032	0.046	0.047	0.038



With the exception of the early years (1996-1997), the range of the ratio findings / inspections (F/I) varied slightly between 0.93 and 1.08 during the years 1998 until 2003. This meant that, on average, during each inspection between 0.93 and 1.08 findings were established. After 2003 we notice an upward change. On average 1.56 findings have been established in 2005 during each inspection.

When the findings are related to an individual checklist item inspected, the same upward trend is noticeable. For every 100 checklist items inspected on average three findings were established (F/II is 0.03) in the years up to 2003. In 2004 this increased to 4.6 findings per 100 items inspected (F/II is 0.046) and further increased in 2005 to 4.7 findings per 100 items inspected (F/II is 0.047).

This increase of the ratio findings / inspections (F/I) in 2005 may be attributed to the following:

- In general the majority of States concentrate their inspections on those operators which had findings in the past, this leading to potentially more findings.
- Due to training and continuing building up of experience by the inspectors, the inspections are carried out in more depth.
- Some specific States have established relatively more findings than in the previous years.

7.2 Inspection findings and their categories

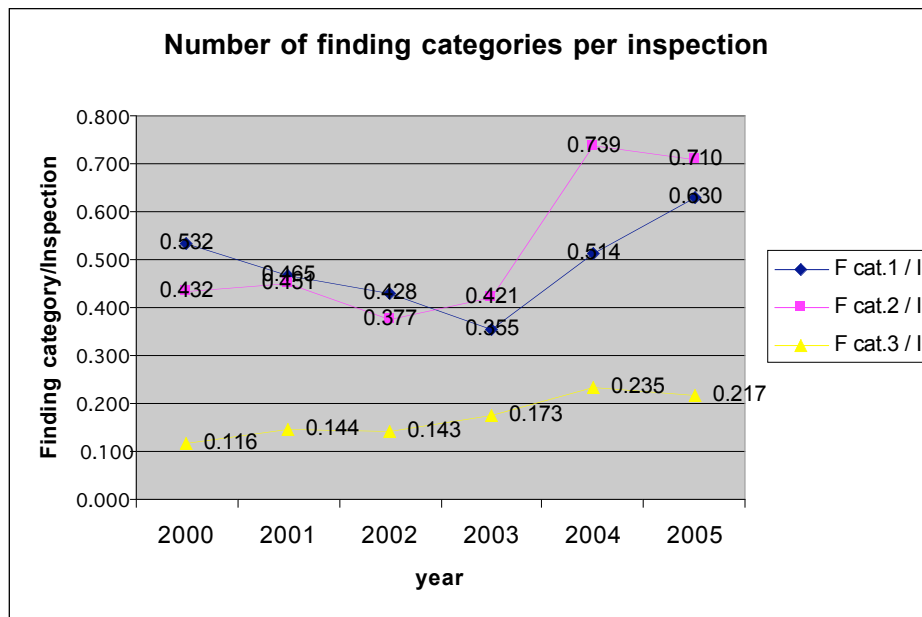
Not only the absolute number of inspection findings needs to be considered, but also their “seriousness”. To this end, three categories of findings have been defined. A “Category 1” finding is called a minor finding, “Category 2” is a significant finding and “Category 3” a major finding. The terms “minor”, “significant” and “major” relate to the level of deviation from the ICAO Standard. The SAFA procedures contain guidance on the categorisation of findings to ensure a consistent approach by all ECAC States.

The prime purpose of categorising the findings is to classify the compliance with a standard and the seriousness of non-compliance with this standard. It needs to be stressed that non-compliance with a standard does not necessarily mean an immediate threat to the safety of the aircraft and its occupants. For example: if an aircraft is piloted by a person who does not carry their pilot’s license with them, it is considered a Category 3 (major) finding and a serious deviation from the standard. However, if the pilot has accidentally left the license at home but is properly qualified to pilot the aircraft, it is evident that there is no direct influence on safety. Nevertheless, a Category 3 finding is always of major concern for the National Aviation Authorities involved.

The categories of findings are recorded in the database and the results are presented in the table below.

Year	No. inspection (I)	No. findings (F)				Ratio of findings (Fcat./I)			
		Cat. 1 (minor)	Cat. 2 (significant)	Cat. 3 (major)	total	F cat.1 / I	F cat.2 / I	F cat.3 / I	F total / I
2000	2394	1274	1035	278	2587	0.532	0.432	0.116	1.081
2001	2706	1258	1221	389	2868	0.465	0.451	0.144	1.060
2002	3234	1384	1219	461	3064	0.428	0.377	0.143	0.947
2003	3414	1212	1439	591	3242	0.355	0.421	0.173	0.950
2004	4568	2349	3375	1075	6799	0.514	0.739	0.235	1.488
2005	5457	3437	3873	1182	8492	0.630	0.710	0.217	1.556
total	21773	10914	12162	3976	27052	0.501	0.559	0.183	1.242

The graph below presents the finding categories related to the number of inspections.



From the graph it may be concluded that up to 2003 the number of Category 1 (minor) findings related to the number of inspections has shown a downward trend. In 2004 and 2005 there is a sharp upward trend.

The number of Category 2 (significant) findings related to the number of inspections until 2003 remained more or less stable with a sharp increase in 2004 and a levelling off in 2005. The number of Category 3 findings related to the number of inspections shows since the beginning until last year a continuous and steady increase. In 2005 the number of Category 3 (major) findings related to the number of inspections is, for the first time since 2000 showing a decrease. General conclusions regarding the year 2005 figures:

- The overall number of findings per inspection continues to show an increase.
- The contribution of Category 1 findings continue to increase at a rapid rate.
- The contribution of Category 2 findings is decreasing in comparison to the year before.
- The contribution of Category 3 findings is for the first time since the year 2000 showing a decrease.
- The relative increase in the number of Category 1 findings and relative decrease of Category 2 and 3 findings may be an indication of an overall improvement in the level of deviation from the ICAO standard.

7.3 Inspection findings on a regional basis

In order to identify any regional differences, the finding categories were related to operators from different regions of the world and grouped according to ICAO Regional Offices. The results for the year 2005 are presented in the table below.

ICAO Region	No. of States inspected	No. of Operat. inspected	No. of landings at ECAC airports	Inspect. (I)	No. of findings (F)				Ratio of findings (Fcat./I)			
					Cat. 1 (minor)	Cat. 2 (signif.)	Cat. 3 (major)	Total	F cat.1/I	F cat.2/I	F cat.3/I	F total/I
APAC	15	30	43917	145	106	101	43	250	0.73	0.70	0.30	1.72
ESAF	16	25	11318	92	80	123	69	272	0.87	1.34	0.75	2.96
EUR/NAT	54	557	2733924	4505	2664	3058	832	6554	0.59	0.68	0.18	1.45
MID	17	43	75655	368	283	345	154	782	0.77	0.94	0.42	2.13
NACC	13	58	163451	214	143	99	29	271	0.67	0.46	0.14	1.27
SAM	10	24	10218	83	101	71	17	189	1.22	0.86	0.20	2.28
WACAF	8	11	5355	50	60	76	38	174	1.20	1.52	0.76	3.48
Total	133	748	3043838	5457	3437	3873	1182	8492	0.63	0.71	0.22	1.56

Operators from States belonging to the NACC and EUR/NAT ICAO Regions have fewer findings per inspection than average.

Operators from States belonging to the APAC, MID, SAM, ESAF and WACAF ICAO Region have more findings per inspection than average.

- ¹ APAC-Asian and Pacific ICAO Region: Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China (incl. Hong Kong and Macao), Cook Islands, Democratic People's Republic of Korea, Fiji, India, Indonesia, Japan, Kiribati, Lao People's Democratic Republic, Malaysia, Maldives, Marshal Islands, Micronesia, Mongolia, Myanmar, Nauru, Nepal, New Zealand, Palau, Papua New Guinea, Philippines, Republic of Korea, Samoa, Singapore, Solomon Islands, Sri Lanka, Thailand, Tonga, Vanuatu, Viet Nam.
- ² ESAF-Eastern and Southern African ICAO Region: Angola, Botswana, Burundi, Comoros, Djibouti, Eritrea, Ethiopia, Kenya, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Rwanda, Seychelles, Somalia, South Africa, Swaziland, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.
- ³ EUR/NAT-European and North Atlantic ICAO Region: Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Malta, Monaco, Morocco, Netherlands (incl. Netherlands Antilles), Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, San Marino, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, The former Yugoslav Republic of Macedonia, Tunisia, Turkey, Turkmenistan, Ukraine, United Kingdom (incl. Cayman Islands, Bermuda), Uzbekistan.
- ⁴ MID-Middle East ICAO Region: Afghanistan, Bahrain, Cyprus, Egypt, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Libyan Arab Jamahiriya, Oman, Pakistan, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, United Arab Emirates, Yemen.
- ⁵ NACC-Northern American, Central American and Caribbean ICAO Region: Antigua and Barbuda, Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Dominican Republic, El Salvador, Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, United States of America.
- ⁶ SAM-South American ICAO Region: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, Venezuela.
- ⁷ WACAF-Western and Central African ICAO Region: Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo.

Chapter 6 indicates that in 2005 (3 years moving average) 71 % of all inspections were performed on ECAC operators. The remaining 29% were inspections of aircraft operated by non-ECAC carriers.

In the table below, the findings and categories are presented.

ICAO Region	No. of States inspected	No. of Operators inspected	Inspections (I)	No. of findings (F)				Ratio of findings (Fcat./I)			
				Cat. 1 (minor)	Cat. 2 (significant)	Cat. 3 (major)	Total	F cat.1/I	F cat.2/I	F cat.3/I	F total/I
ECAC States	35	447	3681	1946	1885	502	4333	0.53	0.51	0.14	1.18
non-ECAC States	98	301	1776	1491	1988	680	4159	0.84	1.12	0.38	2.34
total	133	748	5457	3437	3873	1182	8492	0.63	0.71	0.22	1.56

For each category of findings, the relative number of findings is higher for operators from non-ECAC States than from ECAC States.

7.4 Inspection findings related to checklist items

Appendix D provides the results regarding each individual inspection item (III) which has been inspected. It indicates the number of times that a particular inspection item was checked, the number of findings and the ratio F/III. **Appendix E** tabulates and graphically presents the values of the latter ratio for the years 2000 to 2005. **Appendix F** provides the detailed breakdown of findings for the year 2005 by categories.

7.5 The top 3 significant and major inspection findings related to checklist items

The inspection checklist consists of four major parts. Part A concerns items to be inspected in the flight deck of the aircraft. Part B of the checklist concerns items to be checked in the (passenger) cabin, and mainly consists of safety equipment. Part C relates to the general technical condition of the aircraft which needs to be verified during a walk around check. Part D checklist items concern the cargo compartment of the aircraft and the cargo carried.

Any general findings not covered by Parts A, B, C or D can be administered under Part E (general) of the checklist.

When considering the findings established during a SAFA inspection, Category 2 (significant) and Category 3 (major) findings require the highest attention when it comes to the need for rectification. For each part of the checklist, the top 3 of Category 2 and 3 findings related to the number of inspections are given in the table below.

A – Inspection items concerning flight deck

No.	Inspection item	Description	No. inspections	Findings (F)				Total	Cat. 2 & 3/III
				Cat. 1	Cat. 2	Cat. 3	Cat. 2 & 3		
1	Flight Deck/ Documentation	Manuals	3109	60	391	7	398	458	0.1280
2	Flight Deck/ General	Equipment	3612	49	386	37	423	472	0.1171
3	Flight Deck/ Documentation	Minimum Equipment List (MEL)	3460	109	400	1	401	510	0.1159

A.1 Manuals

It mainly concerns the Flight Operations Manual (FOM) which provides flight procedures for the flight crew. Frequent findings established are: no approval by the State of Operator, content of the manual does not meet the ICAO Standards, the manual is not up-to-date or has been drafted by an other airline.

A.2 Equipment

ICAO Annex 6 requires aircraft to be equipped with a Ground Proximity Warning System (GPWS). This system issues a warning to the flight crew if the aircraft comes too close to the ground or terrain below. Some CIS-built aircraft types (Tupolev, Ilyushin, Antonov, Yakovlev) either have no such system installed or have a 3-channel (SSOS) or 5-channel SPBZ system installed, which does not fully meet the ICAO Standard. In addition it is now required that the GPWS has a forward looking terrain avoidance function. In several cases aircraft have not been re-equipped with this latest version of the GPWS system.

A.3 Minimum Equipment List (MEL)

The MEL specifies the circumstances under which an aircraft may be operated in spite of certain equipment being inoperative. The MEL is established by the aircraft operator and approved by the responsible State of Operator. The majority of the findings concerned the lack of evidence of approval of the MEL, the MEL not being carried onboard or being out of date. Also in many cases instead of the MEL the MMEL (Master MEL) is being used. The MMEL is established by the aircraft manufacturer as a baseline document for the operator to establish the MEL.

B – Inspection items concerning passenger cabin

No.	Inspection item	Description	No. inspections	Findings (F)					Cat. 2 & 3/III
				Cat. 1	Cat. 2	Cat. 3	Cat. 2 & 3	Total	
1	Safety / Cabin	Emergency exit, lighting and marking, torches	2921	65	126	41	167	232	0.0572
2	Safety / Cabin	Access to emergency exits	2961	20	118	50	168	188	0.0567
3	Safety / Cabin	Cabin Attendant's Station and crew rest area	2966	31	70	20	90	121	0.0303

B.1 Emergency exits, lighting and marking, torches

The findings mainly concerned emergency exit lights which were not functioning properly, torches (flashlights) which were not available, in poor condition or not available in sufficient quantity, and non-installation or inadequately functioning of floor proximity (emergency) escape path marking systems. These systems indicate the location of the emergency exits. They are important especially when there is a fire or smoke in the passenger cabin or when the normal cabin lights are not functioning. Example of this last non-compliance is situations whereby sections of the escape path marking, covering several seat rows, were out of order.

B.2 Access to emergency exits

Access to emergency exits must always be clear of obstacles. In case of an emergency, the path to the emergency exits and doors should be clear, allowing a rapid evacuation of the aircraft. Findings established were obstruction of access by catering boxes, luggage and cargo. Another frequent finding, especially on CIS-built aircraft, was the fact that the seats in front of the emergency exits can fold forward and in case of an emergency may block the path to the exit. Also in many cases the locks of the tray tables on the seats in the area of emergency exits do not prevent the tray tables from obstructing an unrestricted access to the exits.

B.3 Cabin attendant's station and crew rest area

In the cabin there are dedicated seats for the cabin crew at specific locations, allowing to cabin crew to manage the cabin evacuation in case of an emergency. It is required that these seats have a harness installed. In many cases and especially on CIS-built aircraft instead of a harness the seat is only equipped with a seat belt. In many cases these seats are foldable. In several cases the mechanism which automatically folds the seat was not functioning. The seat then may obstruct the pathway or the access to an emergency exit.

C – Inspection items concerning general condition of aircraft

No.	Inspection item	Description	No. inspections	Findings (F)					Cat. 2 & 3/III
				Cat. 1	Cat. 2	Cat. 3	Cat. 2 & 3	Total	
1	Aircraft Condition	Wheels, tires and brakes	4466	134	114	58	172	306	0.0385
2	Aircraft Condition	Leakage	4148	289	80	40	120	409	0.0289
3	Aircraft Condition	Power plant and pylon	4170	141	90	17	107	248	0.0257

C.1 Wheels, tyres and brakes

Wheels, tyres and brakes need to be in proper condition. Reported findings were tyres worn beyond limits, cuts in the tyre, leakage of hydraulic fluid in landing gear areas, brakes worn beyond limits.

C.2 Leakage

On an aircraft one will find many systems containing various sorts of liquids (oil, fuel, water, hydraulic fluid etc.). Hydraulic, fuel and water leakages were reported. Areas concerned were the toilet service panel, wings, flaps and slats, engines, Auxiliary Power Unit, landing gear, etc.

C.3 Powerplant and pylon

The engine, the engine housing, the pylon (attachment of the engine to the wing or aircraft structure) and the access panels in the engine housing and pylon are carefully inspected. Findings reported relate to fuel & oil leakages, missing rivets in engine housing and damage of acoustic panels in the engine intake area.

D – Inspection items concerning cargo compartment

No.	Inspection item	Description	No. inspections	Findings (F)					Cat. 2 & 3/III
				Cat. 1	Cat. 2	Cat. 3	Cat. 2 & 3	Total	
1	Cargo	Safety of cargo on board	1789	18	38	158	196	214	0.1096
2	Cargo	Dangerous Goods	527	4	9	34	43	47	0.0816
3	Cargo	General condition of cargo compartment	2720	88	87	34	121	209	0.0445

D.1 Safety of cargo on board

In several cases it was established that cargo in the cargo holds was not properly secured. Heavy items (such as spare wheels) were not restrained, which might lead to damage of the aircraft in case of rapid acceleration / deceleration. In other cases, barrier nets were either not installed or in poor condition. Cargo containers and pallets were in poor condition. Locks to secure the containers were not in the proper position or unserviceable.

D.2 Dangerous Goods

Certain types of material need special care and treatment because they are flammable, toxic, poisonous, etc. These are commonly referred to as “Dangerous Goods”. When properly packed, stored, labelled, protected etc., Dangerous Goods may be transported. Findings that have been recorded included improper storage and labelling of the Dangerous Goods carried onboard, unavailability of the required documents and manuals (Emergency Response Guide), missing authorisation for the transportation of Dangerous Goods and no proper notification to the Captain (NOTOC) of Dangerous Goods carried onboard.

D.3 General condition of cargo compartment

Findings related to the general condition of the cargo compartment, such as damage to panels, deficiencies with the locking system, improper repairs of panels, and missing separation nets.

8. ACTION TAKEN AFTER RAMP INSPECTIONS

Based on the category, number and nature of the findings, several actions may be taken.

If the findings indicate that the safety of the aircraft and its occupants is impaired, corrective actions will be required. Normally the aircraft commander will be asked to address the serious deficiencies which are brought to his attention. In rare cases, where inspectors have reason to believe that the aircraft commander does not intend to take the necessary measures on the deficiencies reported to him, they will formally ground the aircraft. The formal act of grounding by the State of Inspection means that the aircraft is banned from further flights until appropriate corrective measures are taken.

In 2005, the following examples of events led to the grounding of aircraft: no valid Certificate of Airworthiness onboard, no MEL onboard but aircraft had outstanding technical deficiencies, very poor technical condition of aircraft, no maintenance release issued, heavy corrosion, evidence that mandatory Airworthiness Directives (AD's) were not embodied, no emergency lights to indicate emergency exits, improper repairs, heavy leakages, improper cargo loading, no up-to-date navigation documentation, and tyres worn out beyond limits.

Another type of action is called "corrective actions before flight authorised". Before the aircraft is allowed to resume its flight, corrective action is required to rectify any deficiencies which have been identified.

In other cases, the aircraft may depart under operational restrictions. An example of such a restriction would be the case where there is a deficiency regarding passenger seats. Operation of the aircraft is possible under the condition that the deficient seats are not occupied by any passengers.

It is standard practice that the aircraft commander of the aircraft which has just been inspected is debriefed about the findings. In addition, Category 2 and Category 3 findings are communicated to the responsible Aviation Authority and the home base of the operator with the request to take appropriate action to prevent reoccurrence.

In some cases, when the findings on an aircraft are considered important, individual Member States may decide to revoke the entry permit of that aircraft. This means that the particular aircraft is no longer allowed to land at airports or fly in the airspace of that State. Such a ban can be lifted if the operator of the aircraft proves that the problems have been properly corrected. Such entry permit repercussions can therefore be, and usually are, of a temporary character.

As regards such bans and their subsequent lifting, those ECAC States which belong also to the European Community shall be acting in accordance with the provisions laid down in Regulation (EC) No 2111/2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community.

The table below lists the actions taken as a result of inspections performed in the years 2000- 2005.

		YEAR						TOTAL
		2000	2001	2002	2003	2004	2005	
	NO. OF INSPECTIONS	2,394	2,706	3,234	3,414	4,568	5,457	21,773
	NO. OF FINDINGS	2,587	2,868	3,064	3,242	6,799	8,492	27,052
ACTIONS TAKEN	INFORMATION TO THE AUTHORITY AND OPERATOR	150	262	289	360	698	982	2,741
	RESTRICTION ON THE AIRCRAFT OPERATION	0	2	17	23	48	47	137
	CORRECTIVE ACTIONS BEFORE FLIGHT AUTHORISATION	184	210	225	321	683	708	2,331
	AIRCRAFT GROUNDED	16	28	12	20	17	13	106
	ENTRY PERMIT REPERCUSSIONS	9	4	6	7	15	10	51

9. FUTURE ACTIONS

Early 2006 the enhanced database will be implemented. The project definition started in the first half of 2005. The enhanced database will contain features assisting the inspector when preparing an inspection, expanding analytical tools, administrating historical sequences of follow-up actions that have been taken, etc.

The core of the SAFA activities in 2006 will centre around the following matters:

- the coming into effect on 30 April 2006 of the EU “SAFA” Directive 2004/36/CE;
- the transfer of coordination activities from Central JAA to the EASA Agency;
- the development of means to maintain the pan-European dimension of the Programme.

The SAFA Directive imposes legal obligations upon EU Member States to monitor the safety level of aircraft from third country operators flying into their airports. Reporting and follow-up tools will need to be further developed to ensure adequate communication and proper follow-up actions.

With many States involved and several thousand inspections performed annually, further harmonisation is needed among the stakeholders involved. Training programmes will be adapted and developed to meet this harmonisation goal.

To ensure adequate corrective actions are implemented by operators, expanded communication is foreseen with the States responsible for the operators’ safety oversight (State of Operator or Registry).

10. INTERNATIONAL COOPERATION

10.1 Co-operation with Civil Aviation authorities of non-ECAC States

In order to achieve best the objectives of the SAFA Programme, it is necessary to cooperate with Civil Aviation Authorities of non-ECAC States.

In 2005 consultations were held with the Russian Federation about the equipage with the Ground Proximity Warning System (GPWS) of aircraft under its oversight and flying into ECAC airports. A joint Working Group was established to assist in understanding better the functioning of GPWSs installed on CIS-built aircraft.

Regarding the cooperation with the Federal Aviation Administration of the United States on bilateral exchange of the results of inspections, performed on each others operators in the framework of SAFA and similar US programme for inspection of non-US operators, this was continued in 2005.

10.2 Co-operation with EUROCONTROL

In 2004, ECAC and EUROCONTROL decided to develop a cooperation in the framework of the SAFA programme. The two sides initiated the development of a related Cooperation Agreement. It is to contribute to the improvement of the SAFA programme alarming function by using the possibilities of the EUROCONTROL CFMU unit to alert ECAC member States of flight plans to and from ECAC airports pertaining to aircraft or operators that have been subjected to operating restrictions in one or more ECAC States and on which focused SAFA inspections may be performed. The Cooperation Agreement was signed in the Spring of 2005. In the second half of 2005 the provisions of the Agreement were implemented.

10.3 Co-operation with ICAO

Co-operation with ICAO has been pursued, as illustrated by the sharing of information.

APPENDIX A

List of States of Inspected Operators

Operator State	ICAO Code
Albania	LA
Algeria	DA
Angola	FN
Antigua and Barbuda	TA
Argentina	SA
Armenia	U5
Aruba	T2
Australia	Y
Austria	LO
Azerbaijan	UB
Bahrain	OB
Bangladesh	VG
Barbados	TB
Belarus	UM
Belgium	EB
Bermuda	TX
Bolivia	SL
Bosnia-Herzegovina	LQ
Brazil	SB
Bulgaria	LB
Burundi	HB
Cabo Verde (Cape Verde)	GV
Cameroon	FK
Canada	C
Cayman Islands	MW
Chile	SC
China	ZB
Colombia	SK
Comoros	F1
Costa Rica	MR
Côte d'Ivoire	DI
Croatia	LD
Cuba	MU
Cyprus	LC
Czech Republic	LK

Operator State	ICAO Code
Democratic Rep. Of the Congo	FZ
Denmark	EK
Dominican Republic	MD
Ecuador	SE
Egypt	HE
Eritrea	HH
Estonia	EE
Ethiopia	HA
Finland	EF
France	LF
Georgia	UG
Germany	ED
Ghana	DG
Greece	LG
Hong Kong	VH
Hungary	LH
Iceland	BI
India	VA
Iran	OI
Ireland	EI
Israël	LL
Italy	LI
Jamaica	MK
Japan	RJ
Jordan	OJ
Kazakhstan	UA
Kenya	HK
Korea / South Korea	RK
Kuwait	OK
Kyrgyzstan (Kirghizistan)	U2
Latvia (Letonia)	EV
Lebanon	OL
Libyan Arab Jamahiriya (Libya)	HL
Lithuania	EY
Luxembourg	EL
Macedonia (F Y R of Macedonia)	LW
Madagascar	FM
Malaysia	WM
Malta	LM

Operator State	ICAO Code
Mauritania	GQ
Mauritius	FI
Mexico	MM
Moldova (Republic of Moldova)	LU
Monaco	LN
Mongolia	ZM
Morocco	GM
Mozambique	FQ
Netherlands	EH
Netherlands Antilles	TN
New Zealand	NZ
Norway	EN
Oman	OO
Pakistan	OP
Peru	SP
Poland	EP
Portugal	LP
Qatar	OT
Romania	LR
Russian Federation	U
Rwanda	HR
Saint Lucia	TL
Saint Vincent / Grenadines	TV
Saudi Arabia	OE
Senegal	GO
Serbia and Montenegro	LY
Seychelles	FS
Sierra Leone	GF
Singapore	WS
Slovakia	LZ
Slovenia	LJ
South Africa	FA
Spain (España)	LE
Sri Lanka	VC
Sudan	HS
Suriname	SM
Swaziland	FD
Sweden	ES
Switzerland	LS

Operator State	ICAO Code
Syrian Arab Republic (Syria)	OS
Tadjikistan	UT
Taiwan (Republic of China)	RC
Tanzania	HT
Thailand	VT
Trinidad and Tobago	TT
Tunesia	DT
Turkey	LT
Turkmenistan	U3
Uganda	HU
Ukraine	UK
United Arab Emirates	OM
United Kingdom	EG
United States of America	K
Uruguay	SU
Uzbekistan	U4
Vanuatu	NV
Venezuela	SV
Yemen	OY
Zimbabwe	FV

APPENDIX B
Aircraft Types Inspected

Aircraft Type	ICAO Code
Airbus A-300	A300
Airbus A-300B2/4-1/2/100/200, A-300C4-200	A30B
Airbus A-300B4-600	A306
Airbus A-310 (CC-150 Polaris)	A310
Airbus A318	A318
Airbus A-319	A319
Airbus A-320	A320
Airbus A-321	A321
Airbus A-330	A330
Airbus A330-200	A332
Airbus A330-300	A333
Airbus A-340	A340
Airbus A340-200	A342
Airbus A340-300	A343
Airbus A340-600	A346
Antonov An-12	AN12
Antonov An-124 Ruslan	A124
Antonov An-140	A140
Antonov An-24	AN24
Antonov An-26	AN26
Antonov AN-72/74	AN72
ATR-42-200/300/320	AT43
ATR-42-400	AT44
ATR-42-500	AT45
ATR-72	AT72
BAC-111 One-Eleven	BA11
BAe ATP	ATP
BAe RJ-100	RJ1H
BAe RJ-70	RJ70
BAe RJ-85	RJ85
BAe-146,RJ,Quiet Trader	BA46
BAe146-100, Statesman	B461
BAe146-200, Quiet Trader, Statesman	B462
BAe146-300	B463
BAe-3100 Jetstream 31	JS31

Aircraft Type	ICAO Code
BAe-3200 Jetstream Super 31	JS32
Beech 100 King Air	BE10
Beech 1900	B190
Beech 200,1300 Super King Air	BE20
Beech 400 Beechjet	MU30
Beech 55 Baron	BE55
Beech 90	BE9L
Beech B300 Super King Air 350	B350
Beech F90 King Air	BE9T
Bell 206A/B/L,406, JetRanger	B06
BN-2A Mk3 Trislander	TRIS
Boeing 717-200	B712
Boeing 727 (C-22)	B727
Boeing 727-100	B721
Boeing 727-200	B722
Boeing 737-100	B731
Boeing 737-200	B732
Boeing 737-300	B733
Boeing 737-400	B734
Boeing 737-500	B735
Boeing 737-600	B736
Boeing 737-700, BBJ	B737
Boeing 737-800	B738
Boeing 737-900	B739
Boeing 747-100	B741
Boeing 747-200	B742
Boeing 747-300	B743
Boeing 747-400	B744
Boeing 747SP	B74S
Boeing 757	B757
Boeing 757-200	B752
Boeing 757-300	B753
Boeing 767	B767
Boeing 767-200	B762
Boeing 767-300	B763
Boeing 767-400	B764
Boeing 777-200	B772
Boeing 777-300	B773

Aircraft Type	ICAO Code
Boeing Catalina,Canso	CAT
Bombardier BD-700 Global Express	GLEX
Canadair CL-600 Challenger	CL60
Canadair RJ-100 Regional Jet	CRJ1
Canadair RJ-200 Regional Jet	CRJ2
Canadair RJ-700 Regional Jet	CRJ7
Cessna 172,P172,R172,Skyhawk	C172
Cessna 182	C182
Cessna 208 Caravan	C208
Cessna 310	C310
Cessna 340	C340
Cessna 401,402	C402
Cessna 421,Golden Eagle	C421
Cessna 441 Conquest,Conquest 2	C441
Cessna 500 Citation, Citation 1	C500
Cessna 501 Citation 1SP	C501
Cessna 525 CitationJet	C525
Cessna 550, 551	C550
Cessna 560 Citation 5	C560
Cessna 650 Citation 3/6/7	C650
CESSNA, 404 TITAN	C404
CESSNA, 560XL CITATION EXCEL	C56X
CESSNA, 750 CITATION 10	C750
Commander 500	AC50
Dassault Falcon 2000	F2TH
Dassault Falcon-Mystère 10/100	FA10
Dassault Falcon-Mystère 20/200	FA20
Dassault Falcon-Mystère 50	FA50
Dassault Falcon-Mystère 900	F900
DC-10	DC10
DC-8	DC8
DC-9	DC9
DHC-6 Twin Otter	DHC6
DHC-8 Dash 8	DHC8
DHC-8-100 Dash 8	DH8A
DHC-8-200 Dash 8	DH8B
DHC-8-300 Dash 8	DH8C
DHC-8-400 Dash 8	DH8D

Aircraft Type	ICAO Code
Dornier 228	D228
Dornier 328	D328
Dornier Do-28A/B	DO28
Douglas DC-8-60	DC86
Douglas DC-8-70	DC87
Douglas DC-9-10	DC91
Douglas DC-9-20	DC92
Douglas DC-9-30	DC93
Douglas DC-9-50	DC95
EMBRAER 170, 175	E170
Embraer EMB-110/111Bandeirante	E110
Embraer EMB-120 Brasilia	E120
Embraer EMB-145, ERJ-145	E145
Embraer ERJ-135	E135
Eurocopter AS-350/550 Ecureuil	AS50
Eurocopter AS-365/565 Dauphin2	AS65
Fairchild Dornier 328JET, Envoy 3	J328
Fairchild SA-226TB,SA-227TT	SW3
Fairchild SA-226TC,SA-227AC/AT	SW4
Fairey BN-2A/B Islander	BN2P
Fokker 100	F100
Fokker 50,Maritime Enforcer	F50
Fokker 70	F70
Fokker F-27 Friendship	F27
Fokker F-28 Fellowship	F28
GULFSTREAM AEROSPACE, G-4/G-4X, G350, G400, G450	GLF4
GULFSTREAM AEROSPACE, G500, G550	GLF5
Gulfstream Aerospace, Gulfstream 3	GLF3
GULFSTREAM AMERICAN, GULFSTREAM 2	GLF2
Gulfstream G-1159 3/4/5	GULF
Hawker Siddeley HS-748, BAe-748	A748
HS-125-1/2/3/400/600	H25A
HS-125-700	H25B
IAI 1124 Westwind, Sea Scan	WW24
Ilyushin Il-62	IL62
Ilyushin Il-76/78,Gajaraj	IL76
Ilyushin Il-96	IL96
Learjet 31	LJ31

Aircraft Type	ICAO Code
Learjet 35, 36	LJ35
Learjet 45	LJ45
Learjet 55	LJ55
Learjet 60	LJ60
LEARJET, 40	LJ40
Let L-410/420 Turbolet	L410
Lockheed C-130, AC-130, etc	C130
Lockheed L-1011 TriStar	L101
MD-11	MD11
MD-81	MD81
MD-81/82/83/87/88	MD80
MD-82	MD82
MD-83	MD83
MD-87	MD87
MD-88	MD88
MD-90	MD90
P-68, P-68 OBSERVER, PARTENAVIA, VULCANAIR, TANEJA	P68
Piaggio P-180 Avanti	P180
Piper Cheyenne 1	PAY1
Piper Cheyenne 3	PAY3
Piper PA-23-150/160 Apache	PA23
Piper PA-31/31P Navajo	PA31
Piper PA-32 Cherokee	PA32
RAYTHEON, 400 BEECHJET	BE40
Saab 2000	SB20
SAAB SF-340	SF34
Short 360	SH36
Socata TBM-700	TBM7
Swearingen SA-26 Merlin 2	SW2
Tupolev Tu-154	T154
Tupolev Tu-204/214/224/234	T204
Yak-40	YK40
Yak-42/142	YK42

APPENDIX C

Operators inspected

Operator	ICAO Code
ABELAG AVIATION	AAB
ABS JETS	ABP
ACH HAMBURG GMBH	7AC
ACM AIR CHARTER GMBH	BVR
ACSA-AIR CENTURY	8AC
ACT HAVA YOLLARI	8CE
ACT INT'L AIRLINES INC.	CWT
ACVILA AIR-ROMANIAN CARRIER	RRM
AD AVIATION LIMITED	VUE
ADRIA AIRWAYS	ADR
AEGEAN AVIATION	AEE
AER ARANN TEORANTA	REA
AER LINGUS TEORANTA	EIN
AERO AIRLINES	EAY
AERO FLIGHT GMBH &CO. LUFTVERK	ARF
AERO RENT, JOINT STOCK COMPANY	NRO
AERO SERVICES EXECUTIVE	BES
AEROCHARTER L.U. BETTERMANN	8BC
AERODIENST GMBH, NURNBURG	ADN
AEROFLOT - RUSSIAN INT. AIRL.	AFL
AEROFLOT DON/DONAVIA	DNV
AEROLANE-LINEAS AEREAS NACIONA	LNE
AEROLINEAS ARGENTINAS	ARG
AEROLINEAS MEXICANAS	LMX
AEROMARINE	7AE
AEROMIST-KHARKIV LTD	AHW
AERONOVA	OVA
AEROSVIT AIRLINES	AEW
AEROVIAS DE MEXICO, S.A. DE CV	AMX
AEROVIS AIRLINERS LTD.	VIZ
AFRICAN AIRLINES CORPORATION	AAW
AFRICAN EXPRESS AIRWAYS	AXK
AFRICAN INTERNATIONAL AIRWAYS	AIN
AFRICAN SAFARI AIRWAYS LTD.	QSC

Operator	ICAO Code
AIGLE AZUR	AAF
AIR ADRIATIC	AHR
AIR ALGERIE	DAH
AIR ALPS AVIATION G.M.B.H.	LPV
AIR ALSIE A/S	MMD
AIR AMERICA	8AR
AIR ARMENIA	ARR
AIR ASTANA	KZR
AIR ATLANTA EUROPE LTD	EUK
AIR ATLANTIQUE	AAG
AIR BALTIC CORPORATION SIA	BTI
AIR BANGLADESH (PVT) LIMITED	BGD
AIR BERLIN, INC.	BER
AIR BOSNA	BON
AIR BOTNIA	KFB
AIR CAIRO	MSC
AIR CANADA	ACA
AIR CHARTER FLUGSERVICE	8BR
AIR CHINA	CCA
AIR COMET PLUS	MPD
AIR CONTRACTORS (IRELAND) LTD	ABR
AIR DOLOMITI	DLA
AIR ENTERPRISE PULKOVO	PLK
AIR ESTE	EET
AIR EUROPA	AEA
AIR EXECUTIVE	JMS
AIR FOYLE LTD	UPA
AIR FRANCE	AFR
AIR GLACIERS SA	AGV
AIR GO	8BG
AIR GREENLAND A/S	GRL
AIR INDEPENDENCE LUFT.	JTV
AIR INDIA	AIC
AIR JAMAICA	AJM
AIR LIETUVA	KLA
AIR LUXOR, LDA	LXR
AIR MADAGASCAR	MDG
AIR MALTA PLC	AMC

Operator	ICAO Code
AIR MARRAKESH SERVICE	MKH
AIR MAURITANIE	MRT
AIR MAURITIUS LIMITED	MAU
AIR MEDITERRANEE	BIE
AIR MEMPHIS	MHS
AIR MOLDOVA	MLD
AIR MOLDOVA INTERNATIONAL	MLV
AIR NEW ZEALAND LTD.	ANZ
AIR NOSTRUM	ANS
AIR ONE	ADH
AIR PENTA	8DH
AIR SCORPIO	SCU
AIR SENEGAL INTERNATIONAL	SNG
AIR SERVICE LIEGE	ASL
AIR SEYCHELLES	SEY
AIR SIERRA	8BO
AIR SLOVAKIA BWJ LTD	SVK
AIR SOFIA	SFB
AIR TANZANIA	ATC
AIR TRAFFIC GMBH DUSSELDORF	ATJ
AIR TRANSAT	TSC
AIR TRANSPORT INTERNATIONAL	ATN
AIR URG	URG
AIR VANUATU	AVN
AIR VB	8CK
AIR VIA	VIM
AIR WALES LIMITED	AWW
AIR ZENA	TGZ
AIR ZIMBABWE	AZW
AIRCOMPANY KARAT	AKT
AIRCRAFT GUARANTY	8BS
AIRCRAFT MAINTENANCE COMPANY	AMV
AIREST	AIT
AIRLINAIR SA	RLA
AIRLINES 400, JSC	VAZ
AIRLINK LUFTVERKEHRS GESELL.	JAR
AIRSTARS, AIRWAY COMPANY	ASE
AIRVALLEE S.P.A.-(VAL D'AOSTE)	RVL

Operator	ICAO Code
AIR-VAN	VAR
AIRWEST	AWZ
AIRX LIMITED	XAX
ALBA SERVIZI AEROTRASPORTI SPA	AFQ
ALBANIAN AIRLINES MAK S.H.P.K.	LBC
ALBATROS AIRWAYS	LBW
ALEXANDAIR	AXN
ALITALIA	AZA
ALITALIA EXPRESS	SMX
ALIVEN	LVN
ALL NIPPON AIRWAYS CO., LTD.	ANA
ALPI EAGLES SPA	ELG
AMBER AIR	GNT
AMERER AIR	AMK
AMERICAN AIRLINES INC.	AAL
AMERIJET INTERNATIONAL	AJT
AMR AMERICAN EAGLE, INC.	EGF
ANTONOV DESIGN BUREAU	ADB
APATAS	LYT
ARKAS AIR	8BI
ARKIA ISRAEL INLAND AIRLINES	AIZ
ARMAVIA	RNV
ARMENIAN INT. AIRLINES	RME
ARMENIAN INTERNATIONAL AIRWAYS	RML
ARROW AIRWAYS, INC.	APW
ASIANA AIRLINES	AAR
ASTRAEUS LTD.	AEU
ATA-AEROCONDOR TRANSPORTES	ARD
ATLANTA	ABD
ATLANTIC AIRWAYS FAROE ISLANDS	FLI
ATLANT-SOYUZ	AYZ
ATLAS AIR, INC. (JAMAICA, NY)	GTI
ATLAS BLUE	BMM
ATLAS INTERNATIONAL (TURKEY)	OGE
ATRAN-AVIATRANS CARGO AIRLINES	VAS
ATU Cargo	8CF
AUGSBURG-AIRWAYS GMBH	AUB
AUGUSTA AIR LUFTFAHRTUNTERN.	AUF

Operator	ICAO Code
AURELA	LSK
AURIGNY AIR SERVICES LTD.	AUR
AUSTRIAN AIRLINES (AUA)	AUA
AVB-2004 LTD	VBC
AVCON, AVIATION CONSULTING LTD	VCN
AVIACON ZITOTRANS	AZS
AVIAL NV LTD, AVIATION COMPANY	NVI
AVIANCA (COLOMBIA).	AVA
AVIANT	UAK
AVIASERVICE	ARN
AVIASTAR-TU CO.LTD	TUP
AVIATION BEAUPORT LTD.	AVB
AVIATION COMPANY MERIDIAN	MMM
AVIAVILSA	LVR
AVIENT AVIATION	SMJ
AVIONES DE ORIENTE, C.A.	ROI
AVIOSTART AS LTD	VSR
AXIS AIRWAYS	AXY
AZALAVIA-AZERBAIJAN HAVA YOL.	AHY
AZERBAIJAN HAVA JOLLARI	AHC
AZZURRA AIR	AZI
BANGLADESH BIMAN	BBC
BELAIR AIRLINES AG	BHP
BELAVIA	BRU
BENAIR (DENMARK)	8AO
BGB AIR, AVIACOMPANY	POI
BH AIR	BGH
BIN AIR GMBH	BID
BLUE AIR-TRANSPORT AERIAN	JOR
BLUE LINE	BLE
BLUE PANORAMA AIRLINES SPA	BPA
BLUE1 OY, FINLAND	BLF
BLUEBIRD CARGO LTD	BBD
BRAATHENS ASA	BRA
BRA-TRANSPORTES AEREOS LTDA.	BRB
BRIGHT AVIATION SERVICES	BRW
BRISTOL FLYING CENTRE	CLF
BRITAIR S.A.	BZH

Operator	ICAO Code
BRITANNIA AB	BLX
BRITANNIA AIRWAYS LTD.	BAL
BRITISH AIRWAYS	BAW
BRITISH MIDLAND AIRWAYS LTD.	BMA
BRITISH MIDLAND REGIONAL LTD	BMI
BRITISH REGIONAL AIRLINES LTD.	BRT
BRUSSELS INTERNATIONAL AIRL.	BXI
BULGARIA AIR	LZB
BULGARIAN AIR CHARTER	BUC
BUSINESS WINGS LUFTFAHRTUNT.	8BV
BWIA WEST INDIES AIRWAYS LTD	BWA
C N AIR, S.A.	ORO
CABI	CBI
CABO VERDE EXPRESS	2CA
CAIRO AIR TRANSPORT COMPANY	CCE
CALY LACY AVIATION	8DE
CAMEROON AIRLINES	UYC
CAPITAL TRADING AVIATION LTD	EGL
CARGOLUX AIRLINES INT.	CLX
CARIB AVIATION LTD	DEL
CARIBAIR SA	CBC
CARPATAIR S.A.	KRP
CAT AVIATION AG	CAZ
CATHAY PACIFIC AIRWAYS LTD.	CPA
CEGA AVIATION LIMITED	CEG
CENTRALWINGS	CLW
CENTRE-AVIA AIRLINES, JSC	CVC
CENTRELINE AIR CHARTER	8CA
CENTURION AIR CARGO, INC.	CWC
CHALLENGE AIR LUFTVERKEHRS	CLS
CHANNEL EXPRESS (AIR SERVICES)	EXS
CHARTER SERVICE HETZLER	8BD
CHINA AIRLINES	CAL
CHINA CARGO AIRLINES	CKK
CHINA SOUTHERN AIRLINES	CSN
CIELOS DEL PERU	CIU
CIMBER AIR A/S	CIM
CIRRUS LUFTFAHRTGESELL. MBH	RUS

Operator	ICAO Code
CITELYNX	8BQ
CITY AIRLINE AB	SDR
CITYFLYER EXPRESS	CFE
CITYJET	BCY
CITYLINE HUNGARY LTD.	CNB
CLOUD ELEVEN INC.	8BU
CLUB 328	7CL
COMFORT AIR MUNCHEN	FYN
COMLUX AVIATION AG	CLA
COMORES AIR SERVICE	8DC
COMORES AVIATION	KMZ
COMP. HELICOPTEROS DEL SURESTE	HSE
CONDOR FLUGDIENST GMBH (FRA)	CFG
CONDOR FLUGDIENST GMBH (KELST)	CIB
CONSTANTA	UZA
CONTACTAIR GMBH	KIS
CONTINENTAL AIR LINES INC.	COA
CONTINENTAL AIRWAYS (RUSSIA)	PVV
CORPORATE JETS INC.	CJI
CORSE AIR INTERNATIONAL	CRL
COUGAR LEASING LTD (T/A FLY GL	GSM
CROATIA AIRLINES	CTN
CROSS AVIATION LTD	CRX
CUBANA DE AVIACION S.A.	CUB
CUKUROVA HAVACILIK	7CH
CYPRUS AIRWAYS LTD.	CYP
CZ AIRLINES, J.S.C.	OKC
CZECH AIRLINES J.S.C.	CSA
DAEDALOS FLUGBETRIEBS GMBH	IAV
DAIMLER CHRYSLER AVIATION GMBH	DCS
DAIRO AIR SERVICES,LTD.	DSR
DANFLY APS	DFL
DANISH AIR TRANSPORT	DTR
DANU ORO TRANSPORTAS	DNU
DARWIN AIRLINE SA	DWT
DAS AIR CARGO	DAZ
DASNAIR SA	DGX
DASSAULT FALCON SERVICE	DSO

Operator	ICAO Code
DELTA AIR LINES, INC.	DAL
DENIM AIR	DNM
DERAFALE	7DE
DEUTSCHE BA	BAG
DEUTSCHE LUFTHANSA, A.G.	DLH
DHL AIR LIMITED	DHK
DHL AIRWAYS, INC.	DHL
DNIEPROAVIA	UDN
DOMINGUEZ TOLEDO (GR MAYORAL)	MYO
DOMODEDOVO AIRLINES	DMO
DONBASS-EASTERN UKRAINIAN	UDC
DRF DEUTSCHE RETTUNGSFLUGWACHT	AMB
DSF FLUGDIENST	7DS
DUBROVNIK AIRLINE D.O.O.	DBK
DUCAIR S.A.	DUK
DUNYAYA BAKIS HAVA TASIMACILIG	VVF
EAGLE AIR LTD A BERNE	EAB
EAGLE AVIATION FRANCE	EGN
EAST AFRICAN SAFARI AIR EXPRES	EXZ
EAST AFRICAN SAFARI AIR LTD	HSA
EASY JET SWITZERLAND SA	EZS
EASYJET AIRLINES CO. LTD	EZY
EDELWEISS AIR AG	EDW
EGYPT AIR	MSR
EIRJET LTD	EIR
EL AL - ISRAEL AIRLINES LTD.	ELY
ELBE AIR LUFTTRANSPORT	LBR
ELBRUS AVIA AIR ENTERPRISE	NLK
EL-BURAQ AIR TRANSPORT INC.	BRQ
ELIXAIR	8CR
EMERALD AIRWAYS LIMITED	JEM
EMIRATES	UAE
ENIMEX LTD	ENI
ERITREAN AIRLINES	ERT
ESTONIAN AIR	ELL
ETHIOPIAN AIRLINES CORPORATION	ETH
ETIHAD AIRWAYS	ETD
EU JET	EUJ

Operator	ICAO Code
EURALAIR HORIZONS	EUH
EURAVIATION	EVN
EUROCYPRIA AIRLINES LIMITED	ECA
EUROFLY S.P.A.	EEZ
EUROFLY SERVICE	EEU
EUROJET ITALIA	ERJ
EUROLOT S.A.	ELO
EUROPE AIRPOST	FPO
EUROPE CONTINENTAL AIRWAYS ECA	ECC
EUROPEAN AIR EXPRESS	EAL
EUROPEAN AIR TRANSPORT	BCS
EUROPEAN AVIATION AIR CHARTER	EAJ
EUROPEAN EXECUTIVE EXPRESS	EXC
EUROPEAN REGIONS AIRLINES	EUA
EUROWINGS AG, NURNBERG	EWG
EUROWINGS FLUG GMBH, DORTMUND	EWJ
EVA AIRWAYS CORPORATION	EVA
EVOLGA	8CN
EXCEL AVIATION LIMITED	XLA
EXCELLENT AIR GMBH	GZA
EXECUTIVE AEROSPACE (PTY) LTD	EAS
EXECUTIVE AIRLINES S.L.	EXU
EXECUTIVE AVIATION SERVICES	JTR
EXIN	EXN
FAI AIRSERVICE, NURNBERG	IFA
FALCON AIR AB	FCN
FALCON AIR EXPRESS (MIAMI, FL)	FAO
FARNER HUNGARY LTD	FAH
FARNER SWITZERLAND AG	FAT
FEDERAL EXPRESS CORPORATION	FDX
FINNAIR O/Y	FIN
FIRST CHOICE AIRWAYS	FCA
FISCHER AIR LTD	FFR
FISHER AIR POLSKA, SP ZOO	FFP
FLIGHTLINE	FLT
FLIGHTLINE	FTL
FLY AIR	FLM
FLY ME SWEDEN AB	FLY

Operator	ICAO Code
FLY TIROL GMBH	FTY
FLYBABOO SA	BBO
FLYBE JERSEY EUROPEAN	BEE
FLYING SERVICE	FYG
FLYJET LTD.	FJE
FLYNOR JET SPA	FLJ
FOCUS AIR	8CD
FORD MOTOR CO. LTD	FOB
FOREST AVIATION	7FO
FREE BIRD AIRLINES	FHY
FUTURA	FUA
GAMA AVIATION LTD	GMA
GAZPROMAVIA	GZP
GB AIRWAYS LTD	GBL
GEMINI AIR CARGO, LLC	GCO
GEORGIAN AIRLINES	GEG
GERMANIA FLUGGESELLSCHAFT KOLN	GMI
GERMANWINGS GMBH	GWJ
GESTAIR EXECUTIVE JET	GES
GESTION AEREA AJECUTIVA S.L.	GJT
GLOBAL JET	7GJ
GLOBAL JET LUXEMBOURG	SVW
GLOBAL SUPPLY SYSTEMS LTD.	GSS
GOLD AIR INTERNATIONAL LIMITED	GDA
GOLDECK FLUG GMBH	GDK
GOLDEN AIR FLYG AB	GAO
GREECE AIRWAYS	GRE
GREGG AIR	8BX
GRIXONA	GXA
GROSSMANN AIR SERVICE	HTG
GST AERO, AIRCOMPANY	BMK
GULF AIR	GFA
GUM AIR NV	GUM
HAMBURG INTERNATIONAL LUFTV.	HHI
HAPAG LLOYD EXECUTIVE	HLX
HAPAG LLOYD FLUGGESELLSCHAFT	HLF
HAVERFORDWEST AIR CHARTER SER.	PYN
HAWAIIAN AIRLINES	HAL

Operator	ICAO Code
HEAVYLIFT CARGO AIRLINES PTY.	HVY
HELI AIR SERVICES	HLR
HELI-AIR-MONACO	MCM
HELIOS AIRWAYS LTD.	HCY
HELISWISS IBERICA	8CI
HELLAS JET	HEJ
HELLO AG	FHE
HELVETIC AIRWAYS AG	OAW
HEMUS AIR	HMS
HEWA BORA AIRWAYS	ALX
HEX'AIR	HER
HOLA AIRLINES	HOA
HONG KONG DRAGON AIRLINES	HDA
HOZU-AVIA	OZU
HUG BASE HELICOPTERE	8BZ
I.J.M. INTERNATIONAL JET MANAG	IJM
IBERIA	IBE
IBERWORLD	IWD
ICARO	ICA
ICELANDAIR	ICE
ICTTPW	IIG
IMAIR	ITX
INTER EXPRESS AIRLINES	INX
INTERFLIGHT	IFT
INTERFLY	RFL
INTERJET (GREECE)	INJ
INTERSKY LUFTFAHRT GMBH	ISK
INTERSTATE AIRLINES B.V.	FWA
IRAN NAT. AIRLINES (IRAN AIR)	IRA
IRISH AIR CORPS	IRL
ISLANDSFLUG (ICEBIRD AIRLINE)	ICB
ISRAEL AIRCRAFT INDUSTRIES LTD	IAI
ISRAIR	ISR
JAMAHIRIYA LIBYAN ARAB AIRL.	LAA
JAPAN AIR LINES COMPANY, LTD.	JAL
JAT (JUGOSLOVENSKI AEROTR.)	JAT
JDP LUX	JDP
JET 2000	JTT

Operator	ICAO Code
JET AVIATION, BUSINESS JETS AG	PJS
JET CLUB	8CJ
JET LINE INTERNATIONAL LTD.	MJL
JET MANAGEMENT-EUROPE BV	7JM
JET STREAM	8CM
JETALLIANCE AG	JAG
JETALLIANCE FLUGBETRIEBS AG	JAF
JETCLUB LIMITED	JCS
JETFLITE OY, FINLAND	JEF
JETFLY AVIATION	8BW
JETX AIRLINES LTD	JXX
JOHNSONS AIR LIMITED	JON
JORDAN AVIATION AIRCHARTER	JAV
JV AVCOM	AOC
K.S. AVIA	KSA
KALININGRADAVIA, OJSC	KNI
KALITTA AIR, LLC	CKS
KARTHAGO AIRLINES	KAJ
KAVMINVODYAVIA	MVD
KIBRIS TURK HAVA YOLLARI LTD.	KYV
KLM CITYHOPPER BV	KLC
KLM ROYAL DUTCH AIRLINES	KLM
KOGALYMAVIA	KGL
KOREAN AIR LINES CO., LTD.	KAL
KOSMAS AIR	KMG
KOSMOS	KSM
KRASNOJARSKY AIRLINES	KJC
KROONK, AIR AGENCY LTD	KRO
KUBAN AIRLINES	KIL
KUWAIT AIRWAYS CORPORATION	KAC
KUZU CARGO/ BARON AIR CARGO	7KU
KUZU HAVAYOLLARI KARGO TASIMAC	KZU
KYRGYZSTAN AIRLINES	KGA
L T E INTERNATIONAL AIRWAYS	LTE
LAB BOLIVIA	LBB
LACSA (Lineas Aereas Costarric	LRC
LAGUN AIR S.L.	JEV
LAN CHILE CARGO	LCO

Operator	ICAO Code
LAN -LINEA AEREA NAC. DE CHILE	LAN
LANE AVIATION	8CV
LATCHARTER	LTC
LAUDA AIR	LDA
LEEWARD ISLANDS AIR TRANSPORT	LIA
LINEAS AEREAS SURAMERICANAS	LAU
LIONS AIR, AG	LEU
LITHUANIAN AIRLINES	LIL
LIVINGSTON S.P.A.	LVG
LONDON EXECUTIVE AVIATION LTD	LNK
LOT - POLSKIE LINIE LOTNICZE	LOT
LOTUS AIRLINE	TAS
LTU LUFTTRANSPORTUNTERNEHMEN	LTU
LUFTHANSA CITYLINE	CLH
LUKOIL-AVIA	LUK
LUXAIR	LGL
LUXAVIATION S.A.	LXA
LUXFLIGHT EXECUTIVE	LFE
LUXOR AIR	LXO
LVOV AIRLINES	UKW
MACEDONIAN AIRLINES (FYROM)	MAK
MAERSK AIR I/S (DENMARK)	DAN
MAHAN AIR	IRM
MALAYSIAN AIRLINES SYSTEM	MAS
MALEV - HUNGARIAN AIRLINES	MAH
MALEV EXPRESS	MEH
MALMO AVIATION AB	SCW
MANHATTAN AIR LIMITED	MHN
MAP-MANAGEMENT & PLANUNG GMBH	MPJ
MARKOSS AVIATION LTD	MKO
MARTINAIR HOLLAND N.V.	MPH
MASTERJET, AVIACAO EXECUTIVA	LMJ
MENA JET	MNJ
MERIDIANA SPA	ISS
MIA AIRLINES	8CB
MIAMI AIR INTERNATIONAL INC.	BSK
MIDDLE EAST AIRLINES	MEA
MINILINER SRL	MNL

Operator	ICAO Code
MK AIRLINE LTD	MKA
MNG HAVAYOLLARI VE TASIMACILIK	MNB
MOLDAVIAN AIRLINES	MDV
MONACAIR-AGUSTA	MCR
MONARCH AIRLINES LTD.	MON
MONGOLIAN AIRLINES	MGL
MONTENEGRO AIRLINES	MGX
MOTOR SICH	MSI
MOUNTAIN AIR CARGO, INC.	MTN
MSR FLUG-CHARTER GMBH, GREVEN	EBF
MUSTIQUE AIRWAYS	MAW
MY WAY AIRLINES SRL	MYW
MYTRAVEL AIRWAYS (UK)	MYT
MYTRAVEL AIRWAYS A/S	VKG
NATASCHA ESTABLISHMENT LTD	8BT
NEOS SPA	NOS
NETJETS, TRANSPORTES AEREOS	NJE
NIGHT EXPRESS, FRANKFURT	EXT
NIPPON CARGO AIRLINES CO.	NCA
NL LUFTFAHRT GMBH	NLY
NO EXCLUSIVE DESIGNATOR	YYY
NORDIC AIRLINK	NDC
NORDIC REGIONAL AB	NRD
NORTH AMERICAN AIRLINES	NAO
NORTH FLYING A/S	NFA
NORTHWEST AIRLINES INC.	NWA
NORWEGIAN AIR SHUTTLE AS	NAX
NOUVEL AIR TUNISIE	LBT
NOUVELLE AIR IVOIRE	VUN
NOVA AIRLINES AB	NVR
NOVAIR - AVIACAO GERAL, S.A.	NOP
NV SERVICE LIEGE	8CO
OCEAN AIRLINES	VCX
OCTAVIA AIRLINES	OCN
OLYMPIC AIRWAYS S.A.	OAL
OMAN AIR	OMA
OMNI AIR EXPRESS, INC. (TULSA)	OAE
OMSKAVIA AIRLINE	OMS

Operator	ICAO Code
ONUR HAVA TASIMACILIK AWMS	OHY
ORIENT THAI AIRLINES	OEA
OSTFRIESISCHE LUFTTRANSPORT	OLT
OXAERO	OXE
OY AIR FINLAND LTD. FINLAND	FIF
PAKISTAN INT. AIRLINES (PIA)	PIA
PANAIR	PNR
PEGASUS HAVA TASIMACILIGI	PGT
PEL AIR	8CW
PETROLEOS DE VENEZUELA	8BH
PHOENIX AVIATION	PHG
PHUKET AIRLINES CO., LTD	VAP
PLUNA	PUA
PODILIA-AVIA	PDA
POLAR AIR CARGO, INC.	PAC
POLET	POT
PORTUGALIA	PGA
PRECISION INTERNATIONAL	8BF
PREMIAIR S.A.	BAT
PRIVAT AIR SA	PTI
PRIVATAIR GMBH, DUSSELDORF	PTG
PRIVATE FLIGHT	ZZZ
PRIVATE LAYLAJET	8CL
PRIVATE SV FLIGHT	8CS
PRIVATE US FLIGHT	8CT
PRIVATE WINGS FLUGCHARTER	PWF
PSKOV STATE AVIATION ENT.	PSW
PULLMANTUR AIR	PLM
QANTAS AIRWAYS LIMITED	QFA
QATAR AIRWAYS COMPANY	QTR
QATAR AMIRI FLIGHT	QAF
RAF-AVIA	MTL
RATH AVIATION GMBH	RAQ
REEM AIR	REK
REGIONAL AIR LINES (MOROCCO)	RGL
REGIONAL AIR SERVICE	8BB
REGIONAL AIRLINES (FRANCE)	RGI
REGIONAL LINEAS AEREAS (SPAIN)	RGN

Operator	ICAO Code
REGIONAL, COMP. AERIENNE EURO.	RAE
RIEKER AIR	SVC
RIVNE UNIVERSAL AVIA	UNR
ROMAVIA	RMV
ROSSAIR EUROPE	ROS
ROYAL AIR MAROC	RAM
ROYAL AVIATION EXPRESS	8DB
ROYAL AVIATION EXPRESS	RXP
ROYAL JORDANIAN	RJA
RUSSIAN SKY AIRLINES	ESL
RUTAS AEREAS, C.A.	RUC
RYAN AVIATION CORPORATION	RYN
RYANAIR	RYR
SABTA BARBARA AIRLINES, C.A.	BBR
SAGA HAVA TASIMACILIK A.S.	SGX
S-AIR, PRIV. JOINT-STOCK AV. C	RLS
SAMSUNG AEROSPACE	8BE
SATA INTERNACIONAL	RZO
SAUDI ARABIAN AIRLINES	SVA
SAUDI ARABIAN OIL COMPANY	8BM
SAUDI ARAMCO AVIATION	8SA
SCANDINAVIAN AIRLINES SYSTEM	SAS
SCHENK AIR	8BK
SEA AIR	7SA
SEMITOOL EUROPE LTD	STE
SENATOR AVIATION CHARTER	SNA
SERLUX S.A.	7SX
SERVAIR, PRIVATE CHARTER AG	SWZ
SEVERSTAL, AIRCOMPANY LTD	SSF
SFD	8CG
SHOVKOVYIY SHLYAH LTD.	SWW
SIBAVIATRANS	SIB
SIBERIA AIRLINES	SBI
SILESIA AIR J.S.C.	SUA
SILK WAY	AZQ
SILVER AIR LTD	SLD
SILVER ARROWS S.A.	
SILVER BIRD CHARTERFLUG	7SB

Operator	ICAO Code
SILVER CLOUD AIR	7SC
SILVERBACK CARGO FREIGHTERS	VRB
SINGAPORE AIRLINES LIMITED	SIA
SIRIO	SIO
SIXCARGO S.P.A.	ISG
SKORPION AIR	SPN
SKY AIRLINES	SHY
SKY AVIATION	8CQ
SKY EUROPE AIRLINES HUNGARY	HSK
SKY EXPRESS SP, Z.O.O.	SXP
SKY JET AG	SWY
SKY SERVICE	SKS
SKYDRIFT LTD	SDL
SKYEUROPE AIRLINES, A.S.	ESK
SKYSERVICE AVIATION, S.L.	SKT
SKYSERVICE F.B.O. INC.	SSV
SKYWAYS ENTERPRISE AB	
SKYWAYS EXPRESS AB	SKX
SKYWORK SA	SRK
SLOVAK AIRLINES	SLL
SMARTWINGS	8CY
SN BRUSSELS AIRLINES	DAT
SOLAR CARGO C.A.	OLC
SOLINAIR LTD	SOP
SONNIG SA	ONG
SOUTH AFRICAN AIRWAYS (SAA)	SAA
SPANAIR	JKK
SPEEDWINGS SA	SPW
SRILANKAN AIRLINES	ALK
ST. VINCENT GRENADINES AIR	SVD
STAR AIR I/S	SRR
STAR AIR LIMITED	SIM
STAR EUROPE	SEU
STAR JET	MBM
STARAIR (IRELAND) LTD	BLY
STARSPEED LTD	SSP
STATE AIR COMPANY BERKUT	BEC
STATE ORENBURG AVIA ENTERPRISE	ORB

Operator	ICAO Code
STATE UNITARY AIR ENTERPRISE	SUM
STERLING EUROPEAN AIRLINES A/S	SNB
STUTTGARTER FLUGDIENST GMBH	FFD
STYRIAN AIRWAYS GMBH	STY
SUN-AIR OF SCANDINAVIA A/S	SUS
SUNDOR INT. AIR SERVICES	ERO
SUNDT AIR	MDT
SUNEXPRESS -GUNES EKSPRES HAV.	SXS
SURINAAMSE LUCHTVAART MAATS.	SLM
SWAGELOK COMPANY	8CH
SWISS AIR-AMBULANCE LTD.	SAZ
SWISS INTERNATIONAL AIR LINES	
SWISS INTERNATIONAL AIR LINES	SWR
SYRIAN ARAB AIRLINES	SYR
TAAG, LINHAS AEREAS DE ANGOLA	DTA
TACV -TRANS. AEREOS CABO VERDE	TCV
TAF-LINHAS AEREAS S.A.	TSD
TAG AVIATION S.A.	FPG
TAG AVIATION USA	TAG
TAJIKAIR	TJK
TALON AIR	8BP
TAM - LINHAS AEREAS S.A.	TAM
TAROM, ROMANIAN AIR TRANSPORT	ROT
TAUNUS AIR GMBH & CO.	TAQ
TAVREY, AIRCOMPANY	TVR
TAXIFLUG	8BJ
THAI AIRWAYS INTERNATIONAL	THA
THOMAS COOK AIRLINES	TCX
THOMAS COOK AIRLINES BELGIUM	TCW
THOMSONFLY	TOM
TIRAMAVIA LTD	TVI
TITAN AIRWAYS LTD	AWC
TNT AIRWAYS S.A.	TAY
TRACINDA CORPORATION	8DD
TRADE AIR	TDR
TRANS NORTH TURBO AIR LTD.	TNT
TRANSAERO AIRLINES	TSO
TRANSAIR	8CX

Operator	ICAO Code
TRANSAIR SWEDEN AB	TWE
TRANSAVIA HOLLAND B.V.	TRA
TRANSAVIAEXPORT	TXC
TRANSCARIBBEAN AIRWAYS	8AT
TRANSPORTES AEREOS PORTUGUESES	TAP
TRANSWEDE AIRWAYS AB	
TRAVEL SERVICE LTD (HUNGARY)	TVL
TRAVEL SERVIS (CZECH REP.)	TVS
TRIPLE ALPHA LUFTFAHRTGESELLS.	CLU
TRISTAR AIR	TSY
TUI AIRLINES BELGIUM	TUB
TUNINTER	TUI
TUNIS AIR	TAR
TURAN AIR	URN
TURISTIK HAVA TASIMACILIK AS	CAI
TURKISH AIRLINES-TURK HAVA YO.	THY
TURKMENHOVAYOLLARY	TUA
TWIN JET	TJT
TYROLEAN AIR AMBULANCE GMBH	TYW
TYROLEAN AIRWAYS	TYR
TYROLEAN JET SERVICE	TJS
UKRAINE AIRALLIANCE	UKL
UKRAINE CARGO AIRWAYS	UKS
UKRAINE INTERNATIONAL AIRLINES	AUI
UKRAINE MEDITERRANEAN AIRLINES	UKM
ULL 14 BETEILIGUNGS & MANAGEME	ULL
UNITED AIR LINES INC.	UAL
UNITED ARABIAN AIRLINES	UAB
UNITED PARCEL SERVICE COMPANY	UPS
UNITY AIRLINES	7UA
URAL AIRLINES	SVR
US AIRWAYS	USA
UTAIR AVIATION	UTA
UTAR AVIATION, JSC	TMN
UZBEKISTAN AIRWAYS-HAVO JUL.	UZB
VANAIR LTD	1VA
VARIG LOGISTICA S.A.	VLO
VARIG -VIACAO AEREA RIO-GRAND.	VRG

Operator	ICAO Code
VEGA AIRLINES	VEA
VIAGGIO AIR	VOA
VIKING AIRLINES AB	VIK
VIM AVIA	MOV
VIP AVIA (Latvia)	PRX
VIRGIN EXPRESS	VEX
VISIG OPERACIONES AEREAS S.A.	VSG
VLAAMSE LUCHTTRANSPORTMAATSCH.	VLM
VOLARE AVIATION ENT. (UKRAINE)	VRE
VOLGA AVIAEXPRESS COMPANY LTD.	WLG
VOLGA-DNEPR	VDA
VUELING AIRLINES	VLG
WALTAIR I LINKOPING AB	GOT
WDL AVIATION (KOLN)	WDL
WEKA AIR SERVICES	IWA
WELCOME AIR LUFTFAHRT	WLC
WEST AIR LUXEMBOURG S.A.	WLX
WEST AIR SWEDEN AB	SWN
WEST CARIBBEAN AIRWAYS SA	WCW
WHITE EAGLE AVIATION LTD	WEA
WIDEROE'S FLYVESELSKAP A/S	WIF
WIND JET S.P.A.	JET
WINDROSE AIR, BERLIN	QGA
WINDWARD ISLANDS AIRWAYS INT.	WIA
WIZZ AIR HUNGARY LTD.	WZZ
WM AERO CHARTER, FILDERSTADT	GBJ
YAK-SERVICE	AKY
YEMENIA, YEMEN AIRWAYS	IYE
ZIMEX AVIATION LTD	IMX
ZOREX S.A.	ORZ

APPENDIX D

Results of inspections per inspection item

Inspection item	Description	No. inspections (III)	No. findings (F)	F/III
A. Flight Deck/General	A01 General Condition	4283	83	0,019
	A02 Emergency Exit	3657	6	0,002
	A03 Equipment	3612	472	0,131
Documentation	A04 Manuals	3109	458	0,147
	A05 Checklists	3032	139	0,046
	A06 Radio Navigation Charts	3552	294	0,083
	A07 Minimum Equipment List	3460	510	0,147
	A08 Certificate of registration	4785	67	0,014
	A09 Noise certificate (where applicable)	4599	48	0,010
	A10 AOC or equivalent	4596	168	0,037
	A11 Radio licence	4692	85	0,018
	A12 Certificate of Airworthiness	4783	51	0,011
Flight data	A13 Flight preparation	3418	367	0,107
	A14 Weight and balance sheet	3041	204	0,067
Safety Equipment	A15 Hand fire extinguishers	3513	88	0,025
	A16 Life jackets / flotation device	3229	87	0,027
	A17 Harness	3516	62	0,018
	A18 Oxygen equipment	3320	51	0,015
	A19 Flash Light	3149	98	0,031
Flight Crew	A20 Flight crew licence	4272	212	0,050
Journey Log Book / Technical Log or equivalent	A21 Journey Log Book, or equivalent	3749	128	0,034
	A22 Maintenance release	3647	49	0,013
	A23 Defect notification and rectification (incl. Tech Log)	3646	238	0,065
	A24 Preflight inspection	3202	37	0,012
B. Safety / Cabin	B01 General Internal Condition	3539	154	0,044
	B02 Cabin Attendant's station and crew rest area	2966	121	0,041
	B03 First Aid Kit/ Emergency medical kit	2921	151	0,052
	B04 Hand fire extinguishers	2983	103	0,035
	B05 Life jackets / Flotation devices	2801	90	0,032

	B06 Seat belts	3017	36	0,012
	B07 Emergency exit, lighting and marking, torches	2921	232	0,079
	B08 Slides /Life-Rafts (as required)	2248	70	0,031
	B09 Oxygen Supply (Cabin Crew and Passengers)	2644	120	0,045
	B10 Safety Instructions	3002	136	0,045
	B11 Cabin crew members	2623	41	0,016
	B12 Access to emergency exits	2961	188	0,063
	B13 Safety of passenger baggages	1833	37	0,020
	B14 Seat capacity	2306	6	0,003
C. Aircraft Condition	C01 General external condition	4749	700	0,147
	C02 Doors and hatches	4338	78	0,018
	C03 Flight controls	4311	61	0,014
	C04 Wheels, tyres and brakes	4466	306	0,069
	C05 Undercarriage	4346	153	0,035
	C06 Wheel well	4090	135	0,033
	C07 Powerplant and pylon	4170	248	0,059
	C08 Fan blades	3604	57	0,016
	C09 Propellers	650	9	0,014
	C10 Obvious repairs	3975	88	0,022
	C11 Obvious unrepaired damage	3866	106	0,027
	C12 Leakage	4148	409	0,099
D. Cargo	D01 General condition of cargo compartment	2720	209	0,077
	D02 Dangerous Goods	527	47	0,089
	D03 Safety of cargo on board	1789	214	0,120
E. General	E01 General	1064	185	0,174

APPENDIX E

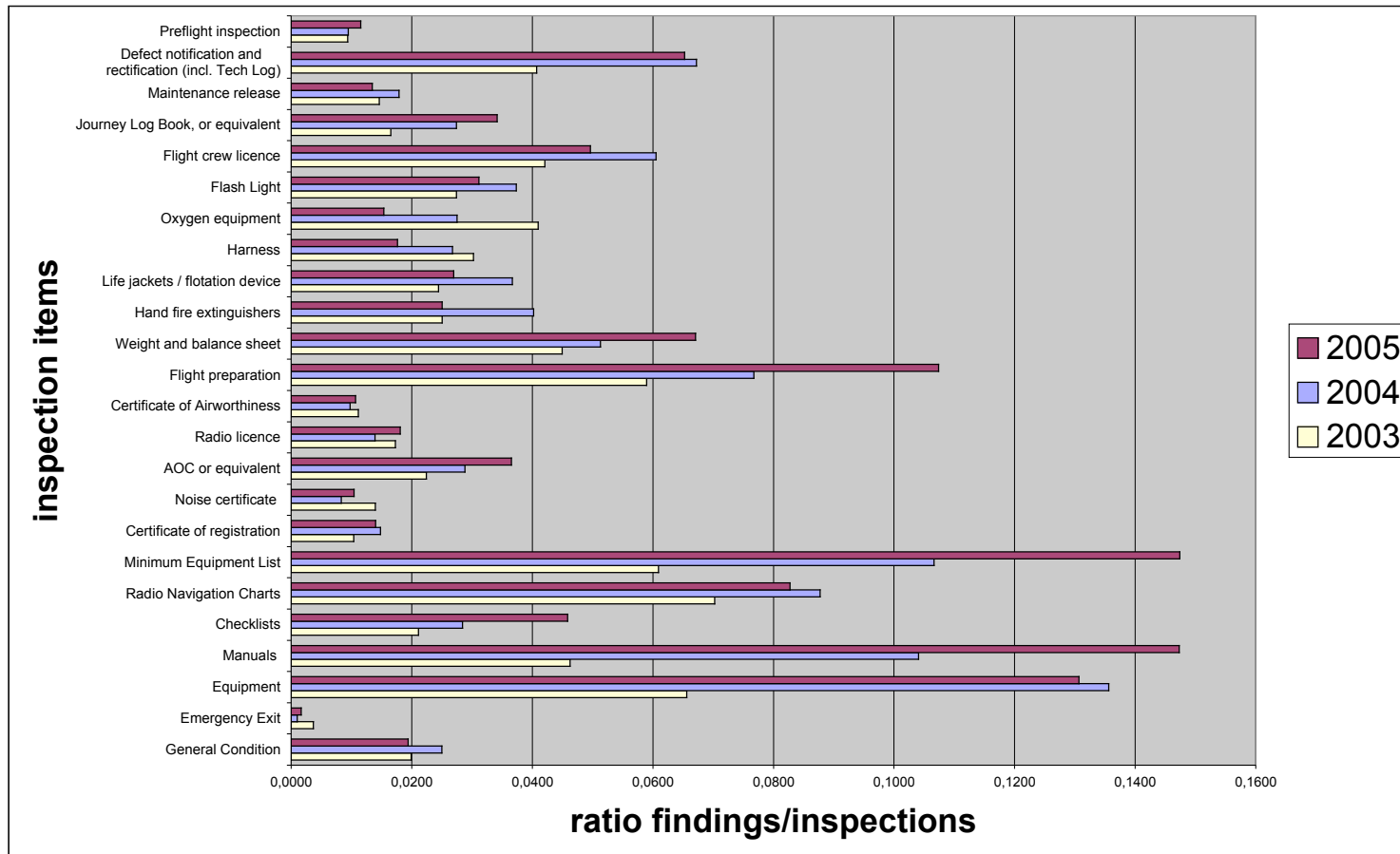
Results of inspections per inspection item per year

		Year					
		2000	2001	2002	2003	2004	2005
Item	Description	F/III	F/III	F/III	F/III	F/III	F/III
A01	General Condition	0,0121	0,0241	0,0125	0,0199	0,0250	0,0194
A02	Emergency Exit	0,0006	0,0029	0,0005	0,0037	0,0010	0,0016
A03	Equipment	0,0667	0,0706	0,0999	0,0656	0,1356	0,1307
A04	Manuals	0,0559	0,0467	0,0562	0,0462	0,1041	0,1473
A05	Checklists	0,0313	0,0331	0,0249	0,0211	0,0284	0,0458
A06	Radio Navigation Charts	0,0376	0,0695	0,0668	0,0702	0,0877	0,0828
A07	Minimum Equipment List	0,0690	0,0934	0,0619	0,0609	0,1066	0,1474
A08	Certificate of registration	0,0140	0,0145	0,0078	0,0104	0,0148	0,0140
A09	Noise certificate	0,0172	0,0162	0,0090	0,0140	0,0083	0,0104
A10	AOC or equivalent	0,0363	0,0268	0,0271	0,0224	0,0288	0,0366
A11	Radio licence	0,0141	0,0171	0,0340	0,0173	0,0139	0,0181
A12	Certificate of Airworthiness	0,0129	0,0186	0,0114	0,0111	0,0098	0,0107
A13	Flight preparation	0,0485	0,0721	0,0733	0,0590	0,0768	0,1074
A14	Weight and balance sheet	0,0543	0,0620	0,0573	0,0450	0,0513	0,0671
A15	Hand fire extinguishers	0,0233	0,0165	0,0246	0,0250	0,0402	0,0250
A16	Life jackets / flotation device	0,0227	0,0274	0,0144	0,0244	0,0367	0,0269
A17	Harness	0,0251	0,0514	0,0399	0,0302	0,0268	0,0176
A18	Oxygen equipment	0,0137	0,0389	0,0362	0,0410	0,0275	0,0154
A19	Flash Light	0,0421	0,0419	0,0339	0,0274	0,0373	0,0311
A20	Flight crew licence	0,0537	0,0511	0,0415	0,0421	0,0605	0,0496
A21	Journey Log Book, or equivalent	0,0124	0,0189	0,0134	0,0165	0,0274	0,0341
A22	Maintenance release	0,0201	0,0171	0,0191	0,0146	0,0179	0,0134
A23	Defect notification and rectification (incl. Tech Log)	0,0528	0,0574	0,0462	0,0407	0,0672	0,0653
A24	Preflight inspection	0,0100	0,0050	0,0052	0,0094	0,0095	0,0116
B01	General Internal Condition	0,0534	0,0456	0,0483	0,0476	0,0554	0,0435
B02	Cabin Attendant's station and crew rest area	0,0254	0,0295	0,0263	0,0318	0,0509	0,0408
B03	First Aid Kit/ Emergency medical kit	0,0555	0,0547	0,0491	0,0506	0,0479	0,0517
B04	Hand fire extinguishers	0,0242	0,0218	0,0197	0,0290	0,0387	0,0345
B05	Life jackets / Flotation devices	0,0351	0,0360	0,0233	0,0314	0,0391	0,0321
B06	Seat belts	0,0155	0,0101	0,0139	0,0159	0,0128	0,0119

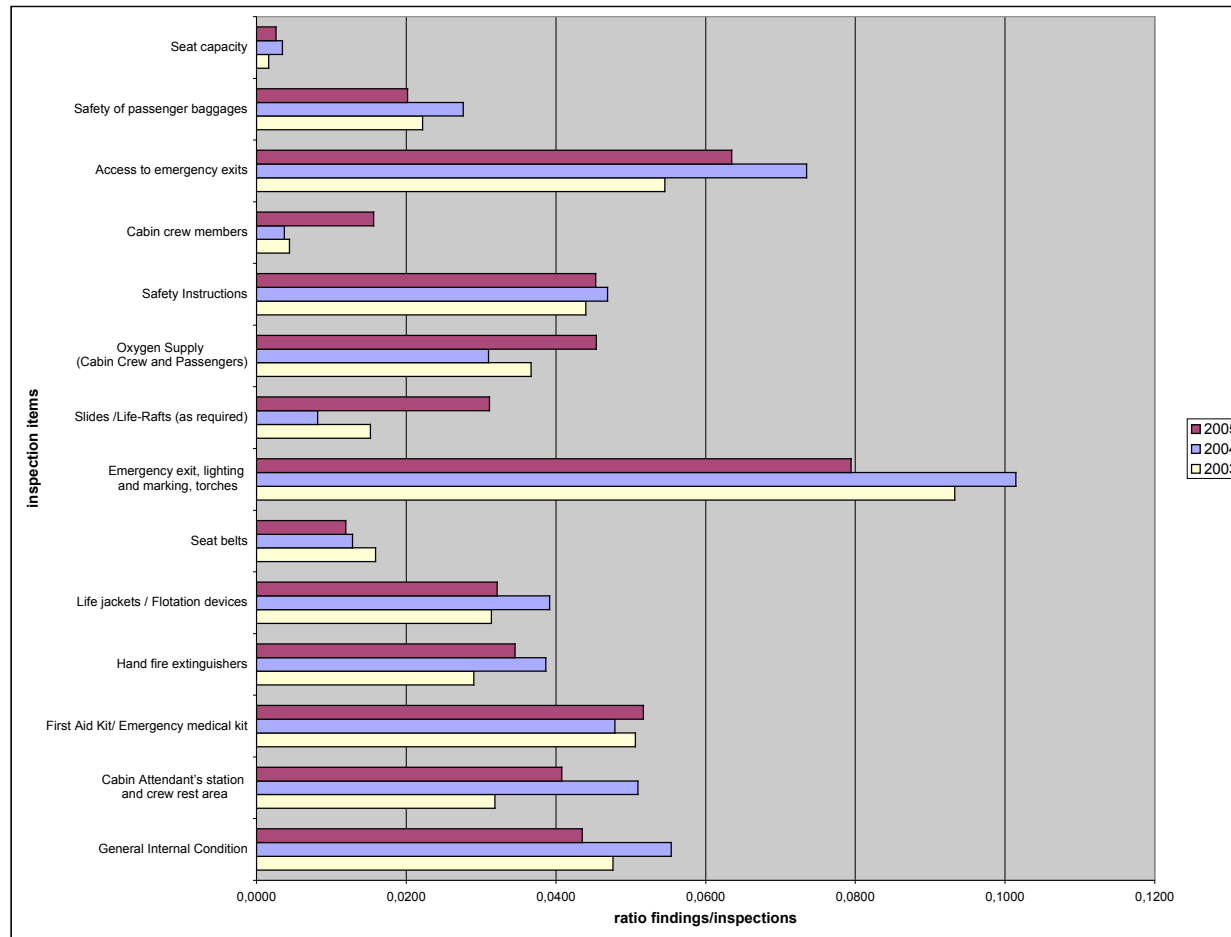
B07	Emergency exit, lighting and marking, torches	0,0672	0,0850	0,0927	0,0933	0,1015	0,0794
B08	Slides /Life-Rafts (as required)	0,0156	0,0187	0,0107	0,0152	0,0082	0,0311
B09	Oxygen Supply (Cabin Crew and Passengers)	0,0298	0,0263	0,0239	0,0367	0,0310	0,0454
B10	Safety Instructions	0,0305	0,0486	0,0381	0,0440	0,0469	0,0453
B11	Cabin crew members	0,0008	0,0035	0,0008	0,0044	0,0037	0,0156
B12	Access to emergency exits	0,0325	0,0307	0,0370	0,0545	0,0735	0,0635
B13	Safety of passenger baggages	0,0266	0,0375	0,0311	0,0222	0,0276	0,0202
B14	Seat capacity	0,0017	0,0010	0,0008	0,0016	0,0035	0,0026
C01	General external condition	0,1013	0,0752	0,0817	0,0916	0,1230	0,1474
C02	Doors and hatches	0,0158	0,0171	0,0143	0,0110	0,0344	0,0180
C03	Flight controls	0,0160	0,0185	0,0189	0,0200	0,0250	0,0141
C04	Wheels, tyres and brakes	0,0358	0,0390	0,0445	0,0592	0,0835	0,0685
C05	Undercarriage	0,0183	0,0210	0,0171	0,0096	0,0373	0,0352
C06	Wheel well	0,0137	0,0150	0,0108	0,0125	0,0241	0,0330
C07	Power plant and pylon	0,0216	0,0245	0,0329	0,0234	0,0517	0,0595
C08	Fan blades	0,0101	0,0072	0,0038	0,0083	0,0141	0,0158
C09	Propellers	0,0150	0,0065	0,0085	0,0202	0,0322	0,0138
C10	Obvious repairs	0,0145	0,0146	0,0154	0,0096	0,0175	0,0221
C11	Obvious unrepaired damage	0,0384	0,0435	0,0246	0,0179	0,0279	0,0274
C12	Leakage	0,0615	0,0472	0,0459	0,0522	0,0891	0,0986
D01	General condition of cargo compartment	0,0435	0,0618	0,0631	0,0498	0,0691	0,0768
D02	Dangerous Goods	0,0450	0,1107	0,0997	0,1096	0,1501	0,0892
D03	Safety of cargo on board	0,1345	0,1079	0,1737	0,1759	0,1684	0,1196
GEN	General	0,0820	0,0182	0,0576	0,0813	0,1594	0,1739

F/III = findings per inspection

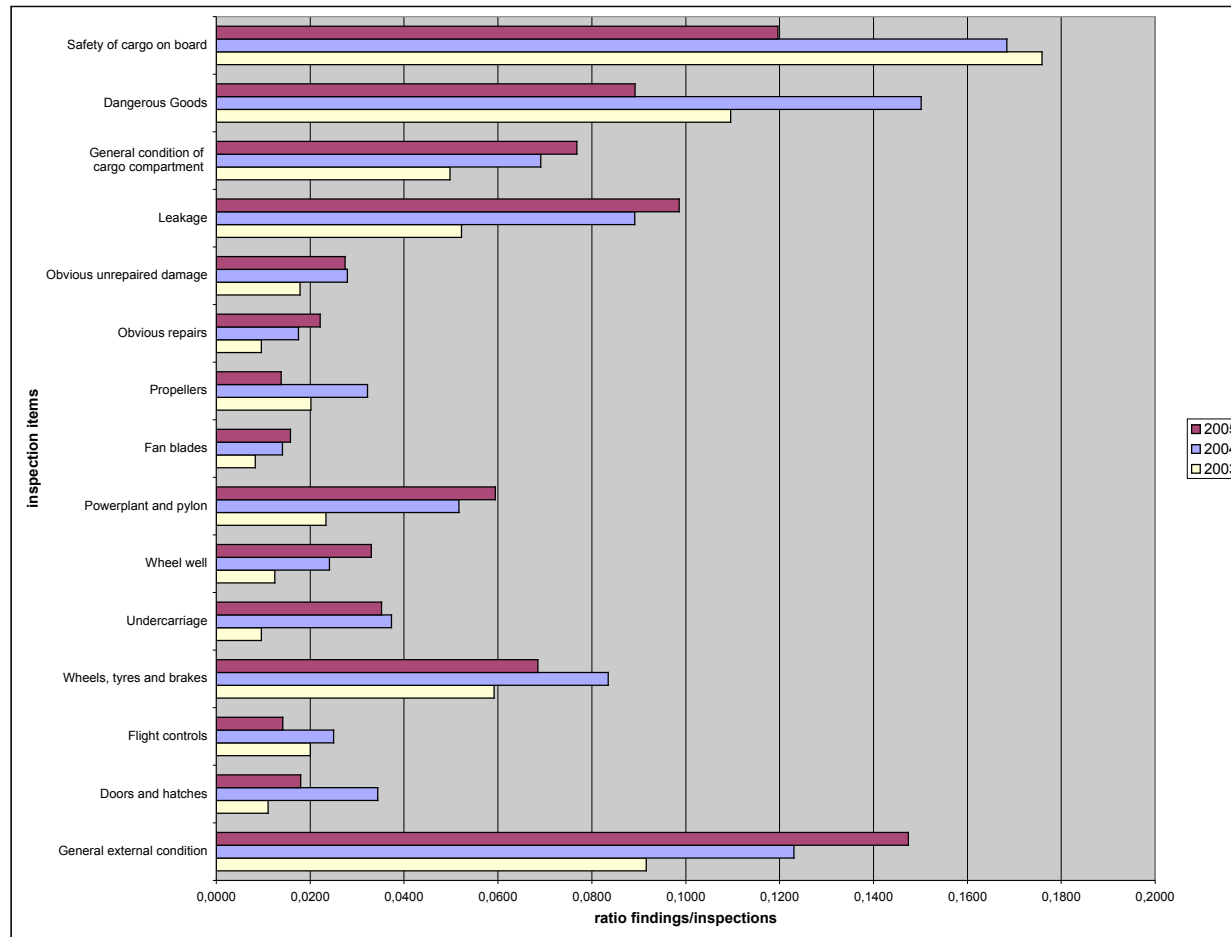
Appendix E-1 Flight deck — Ratio of Findings in relation to Inspections



Appendix E-2 Cabin & Safety — Ratio of Findings in relation to Inspections



Appendix E-3 Aircraft Condition & Cargo — Ratio of Findings in relation to Inspections



APPENDIX F

Results of inspections per inspection item

Inspection item	Description	No. inspections (III)	Findings (F)			
			Cat. 1	Cat.2	Cat.3	Total
A.Flight Deck/General	A01 General Condition	4283	39	27	17	83
	A02 Emergency Exit	3657	3	1	2	6
	A03 Equipment	3612	49	386	37	472
Documentation	A04 Manuals	3109	60	391	7	458
	A05 Checklists	3032	28	104	7	139
	A06 Radio Navigation Charts	3552	61	199	34	294
	A07 Minimum Equipment List	3460	109	400	1	510
	A08 Certificate of registration	4785	34	33	0	67
	A09 Noise certificate (where applicable)	4599	39	9	0	48
	A10 AOC or equivalent	4596	69	88	11	168
	A11 Radio licence	4692	33	51	1	85
	A12 Certificate of Airworthiness	4783	9	34	8	51
Flight data	A13 Flight preparation	3418	88	133	146	367
	A14 Weight and balance sheet	3041	32	84	88	204
Safety Equipment	A15 Hand fire extinguishers	3513	50	31	7	88
	A16 Life jackets / flotation device	3229	45	28	14	87
	A17 Harness	3516	7	46	9	62
	A18 Oxygen equipment	3320	16	27	8	51
	A19 Flash Light	3149	53	36	9	98
Flight Crew	A20 Flight crew licence	4272	37	94	81	212
Journey Log Book / Technical Log or equivalent	A21 Journey Log Book, or equivalent	3749	44	70	14	128
	A22 Maintenance release	3647	15	21	13	49
	A23 Defect notification and rectification (incl. Tech Log)	3646	72	127	39	238
	A24 Preflight inspection	3202	11	20	6	37
B. Safety / Cabin	B01 General Internal Condition	3539	82	52	20	154
	B02 Cabin Attendant's station and crew rest area	2966	31	70	20	121
	B03 First Aid Kit/ Emergency medical kit	2921	108	37	6	151
	B04 Hand fire extinguishers	2983	60	40	3	103

Inspection item	Description	No. inspections (III)	Findings (F)			
			Cat. 1	Cat.2	Cat.3	Total
	B05 Life jackets / Flotation devices	2801	42	38	10	90
	B06 Seat belts	3017	18	8	10	36
	B07 Emergency exit, lighting and marking, torches	2921	65	126	41	232
	B08 Slides /Life-Rafts (as required)	2248	33	36	1	70
	B09 Oxygen Supply (Cabin Crew and Passengers)	2644	74	37	9	120
	B10 Safety Instructions	3002	84	41	11	136
	B11 Cabin crew members	2623	25	15	1	41
	B12 Access to emergency exits	2961	20	118	50	188
	B13 Safety of passenger baggages	1833	7	6	24	37
	B14 Seat capacity	2306	2	2	2	6
C. Aircraft Condition	C01 General external condition	4749	592	98	10	700
	C02 Doors and hatches	4338	42	31	5	78
	C03 Flight controls	4311	37	19	5	61
	C04 Wheels, tyres and brakes	4466	134	114	58	306
	C05 Undercarriage	4346	105	39	9	153
	C06 Wheel well	4090	112	21	2	135
	C07 Powerplant and pylon	4170	141	90	17	248
	C08 Fan blades	3604	32	22	3	57
	C09 Propellers	650	4	5	0	9
	C10 Obvious repairs	3975	55	28	5	88
	C11 Obvious unrepaired damage	3866	34	66	6	106
	C12 Leakage	4148	289	80	40	409
D. Cargo	D01 General condition of cargo compartment	2720	88	87	34	209
	D02 Dangerous Goods	527	4	9	34	47
	D03 Safety of cargo on board	1789	18	38	158	214
E. General	E01 General	1064	96	60	29	185

cat. 1 = category 1 (minor) finding
cat. 2 = category 2 (significant) finding
cat. 3 = category 3 (major) finding